The Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010 – 2030 (CSUCP) identifies the Urban Core as the priority location for development which will maintain and enhance its vibrancy. Key to this spatial strategy is the allocation of key sites within the Urban Core for growth, including this framework area, described as Gateshead Quays (Policy QB2). As set out at Policy CS2, the site should be brought forward in accordance with an approved masterplan. This development framework constitutes that masterplan.

This development framework therefore sets out a comprehensive and coordinated approach to the development of Gateshead Quays and infrastructure provision in accordance with policy CS2. It has been prepared in partnership with Gateshead Council and Ask Patrizia. Specialist inputs have been provided by Gateshead Council, planning consultants Lichfields, masterplanners Planit-IE, architects HoK, transport consultants Vectos and environmental consultants Arup.

This document provides guidance and strategic principles to ensure a comprehensive and coordinated approach to site development and infrastructure provision in compliance with Policy CS2 of the Core Strategy and Urban Core Plan.

The framework is prepared for the entirety of the Gateshead Quays area as identified by Policy QB2 in the CSUCP, in the context of informing emerging proposals by Ask Patrizia and Gateshead Council for the development of an arena and conferencing facility on the site located between Sage Gateshead and Baltic Quay Apartments. This framework considers the possibility of accommodating ‘landmark’ buildings within this site as well as ensuring the architectural detailing is of a high quality to complement that of Sage Gateshead and BALTIC.

The intention is for this development framework to correspond with the timeframe of the CSUCP. As such, this document provides realistic considerations for development up to 2030 within the Gateshead Quays development framework area.

This document has been prepared taking into account current planning policies and will form a material consideration for all planning applications within this development framework boundary.
INTRODUCTION
1.1 Introduction

PLANNING POLICY CONTEXT

The CSUCP identifies the clear ambition of Gateshead and Newcastle to expand and develop Gateshead Quays commercial and cultural attraction to complement and support the regeneration of the surrounding area. Specifically, Policy QB2 of the CSUCP allocates Gateshead Quays framework area for mixed use development, including “office (B1), leisure and conferencing facilities (D1, D2), hotel (C1), residential (C3) with ancillary retail (A1, A2, A3, A4) uses.”

Critical to the successful delivery of the framework will be addressing the site’s design context, and also the more specific policy criteria of Policy QB2. These include:

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.

GATESHEAD QUAYS LOCATION

The Gateshead Quays framework area (referred to in this document as the ‘framework area’) lies to the south of the River Tyne, between the river and Gateshead centre, within the Tyne Gorge. The boundaries of the framework area are defined by Mill Road in the east, the railway viaduct and Hawks Road to the south and the River Tyne to the north. The Tyne Bridge and lower level Swing Bridge form prominent features which define the character of the western edge of the framework area.

The framework area includes several recognisable landmarks buildings including; BALTIC, Sage Gateshead, St Mary’s Heritage Centre and HMS Calliope Royal Naval Reserve Unit along the River Tyne.

Several other important neighbours to the framework area that development proposals should consider carefully include Gateshead Millennium Bridge and Tyne Bridge, Gateshead College on Hawks Road/Quarryfield Road, Newcastle Quayside and the Northern Design Centre within the neighbouring Baltic Quarter.

These existing neighbours provide opportunities to contribute to the success of development proposals. This is a dynamic area of Gateshead, undergoing change, it includes development opportunities within its boundaries, but equally it is surrounded by areas subject to development potential in the future. This framework has been prepared with an eye on that future, taking into consideration future connections and patterns of movement.
This part of Gateshead’s Urban Core is rich in heritage. The framework area lies partly within the Bridges Conservation Area, reflecting the area’s prominence in industrial activity and rail development throughout the 19th Century. The framework area is today characterised in part by the built legacy of this period, including BALTIC, the Grade II Listed Coal Drops, Brandling Street railway arches/viaduct and the Grade I Listed St Mary’s Heritage Centre (further analysis is included in the next chapter).

The transformation of the area began in earnest during the 1990’s and 2000’s, led by projects such as the Gateshead Millennium Bridge, Sage Gateshead and BALTIC provided a focus for regeneration and the introduction of a range of new tourism and leisure activities and uses. Together, these developments have had a significant beneficial effect on the riverscape, characteristics which have resulted in a townscape of world class architectural and cultural merit.

Following this reinvention of the area, further schemes have been delivered including:

- The Mill Road car park site was cleared and has been used as a surface car park, operated by the Council, since 2004.
- High rise residential blocks (Baltic Quay Apartments) were completed in 2003, immediately to the east of Mill Road car park.
- The By the River Brew Co bar and restaurant on Hillgate Quay has temporary planning permission, granted in December 2017, for a container village for a period of five years (ref. DC/17/01082/FUL).

The Tyne Bridge Tower site is owned by Gateshead Council and previously accommodated a 13-storey office block which was demolished in 2011. The site has subsequently been temporarily landscaped and integrated into the wider public realm. The site’s development potential is predicated on the assembly of those adjoining sites to the south and west (Including the Church St Car Park). Over the longer term, the site could come forward for mixed use development.

Within the framework area, due to existing long-term lease commitments - the land currently utilised for HMS Calliope and the Sage Gateshead car park is considered unlikely to be deliverable within the time frame of this document.

Similarly, in order to successfully connect the framework area into the heart of Gateshead, this document suggests wider connectivity interventions on the immediate road network beyond the framework area as highlighted on the plan right.
1.3 The Tyne Gorge
The pace of change along the Tyne Gorge has accelerated in recent years, not least as a result of the BALTIC and Gateshead Millennium Bridge. The Urban Landscape Study of the Tyne Gorge was prepared in 2003 to set the context for managing future change. It sought to analyse the historical development of the Gorge and Gateshead / Newcastle, undertake a visual analysis of the Gorge, indicate the importance of different areas of the Gorge, identify threats and opportunities within the Gorge, and indicate principles for the protection and development of the Gorge in the future.

The ‘Tyne Gorge Study’ highlights that Hillgate/South Shore road was historically an industrial area, with warehouses facing towards the Tyne. Today the area is visually sensitive and features prominently from many viewpoints across Gateshead / Newcastle. The framework area is visible from various points across Newcastle/Gateshead; in particular the top floor of the BALTIC as one of the highest points on the Quayside, offering a unique view of the Gateshead Millennium Bridge, Tyne Bridge and Sage Gateshead. It is therefore important to consider that future development does not compete with and overshadow the neighbouring buildings, including the unique landmarks of BALTIC, St. Mary’s and Sage Gateshead, but instead complements the topography of the gorge. The Study further comments that the design of future development should consider the industrial history of the site with the possibility of ‘warehouse style’ buildings. Building materials should also reflect the area’s industrial character, and modern materials should be used in moderation. Development adjacent to the river’s edge is expected to step up the gorge, enhancing its topography.
EXISTING CONTEXT ANALYSIS
2.1 Existing Context Analysis

**MOVEMENT NETWORK**

The framework area benefits from a range of pedestrian and cycle connections to and from Gateshead town centre. However, it is recognised that these connections are not without some existing barriers created by railway infrastructure, strategic highways and complex junctions. This results in indirect and unattractive connections between the town centre and the framework area. The topography between the framework area and the town centre also results in a significant level change.

The framework area is also supported by existing public transport connections to both Gateshead and Newcastle. Gateshead Interchange Metro lies approximately 1 km from the centre of the area. Buses (Q1, Q2, 93 and 94 Bus routes) run along South Shore Road and Hawks Road within the framework area to connect with Gateshead town centre, Newcastle Central Station and the wider Tyne & Wear region.
GATESHEAD QUAYS: DEVELOPMENT FRAMEWORK

ROUTE 14
KEELMAN’S WAY

ROUTE 72
HADRIAN’S WAY

ROUTE 725

KEY
- Long range recreational route
- Key pedestrian routes
- Key pedestrian routes with the potential to be enhanced

GREAT NORTH CYCLEWAY

KEY
- National Cycle Network
- Local cycle route

CYCLE NETWORK PLAN

PEDESTRIAN MOVEMENT NETWORK PLAN

PAGE 15
HERITAGE ASSETS
The framework area includes and is surrounded by a number of heritage assets.

The heritage assets within the framework area include:
- Bridges Conservation Area;
- St. Mary’s Church (Grade I listed);
- Tyne Bridge (Grade II* listed);
- Coal Drops (Grade II listed);
- St. Mary’s Church Mausoleum (Grade II listed);
- Walls, Gates and Railings around St. Mary’s Churchyard (Grade II listed);
- Public Convenience (Grade II listed);
- Ramp to Sage Gateshead car park (retaining walls of former Brandling Junction Railway Station) (local list);
- BALTIC (local List);
- Kent House, Church Street (local List); and
- River Tyne Quay Walls – archaeologically sensitive.

Notable heritage assets beyond the framework area include:
- High Level Bridge (Grade I);
- Swing Bridge (scheduled monument and Grade II*); and
- Various assets on the north bankside of the River Tyne.

New development must respect this historic legacy through sustaining the significance of heritage assets and their setting directly, and indirectly by respecting key views of designated heritage assets.

Any forthcoming planning applications should consider the impact of the proposed development on the contribution made by the setting of these heritage assets to their significance. An assessment of the effect of the proposals on the significance of the identified heritage assets should also be undertaken.

KEY
- Heritage landmark
- Listed buildings
- Locally listed building within the framework area
- Bridges Conservation Area
The 1898 map shows the large footprint industrial works contained within the framework area, mostly associated with wire rope works and railway. The layout pre-dates Tyne Bridge, however layout of Oakwellgate, South Shore Road, Hawks Road and Mill Road is apparent. Larger footprint buildings sit to the east of the framework area. Church Street does not follow the modern alignment, creating a larger development block which transcends the western framework boundary. A finer grain of development exists in this location, with a minor east-west connection linking Bottle Bank to Oakwellgate.

Works within the eastern half the framework area were removed by the 1919 map. A key connection (Bank Road) linking South Shore Road to Oakwellgate is apparent in this map, creating a strong north-south connection through the framework area with fine grain buildings fronting this route just north of the railway viaduct. The map also highlights a number of small buildings fronting onto Brandling Street with a direct connection through to Bottle Bank.

Further change in the layout of development within the framework area are apparent in the 1951 grain. Large footprint buildings had been constructed on the eastern portion of the area, alongside a change in form along the River Tyne. The construction of the new Tyne Bridge provides the street layout of Church Street recognisable today. Bank Road, leading onto Oakwellgate still provides the north-south connection through the area. The Hillgate/ South Shore Road route and the loss of Bank Road occur during the re-development in the late 1990s/ early 2000s associated with Sage Gateshead and BALTIC.

Historic plans have been reproduced with the permission of the National Library of Scotland.
2.3 Existing Context Analysis

DISTINCTIVENESS
A number of distinctive buildings and structures dominate views or lie directly within the framework area. These distinctive landmarks (some of which are associated with key elements of public open space as shown right) help to define the uniqueness of the place and any inter-relationships must be carefully considered within development proposals.

The distinctive buildings shown right have been devised from CSUCP Figure 14.10 - along with some additional structures such as the Coal Drops, St. Mary’s Heritage Centre and Public Convenience which are key assets to the framework area.

The plan on the right splits those landmarks into distinctive landmarks which contribute significantly to the wider townscape within to the framework area. Development proposals should carefully consider direct or indirect relationships to these assets. It is less important for development to carefully consider the relationship with ‘Other buildings of prominence’. Whilst these are still identified as distinctive landmarks, these are not considered to engage with the townscape in the same manner.

Towards the west of the framework area within the Bridges Conservation Area, there is an opportunity for new development to reflect and protect the prominence of the historic townscape.

LAND USES
There is a complex mix of uses distributed across the wider framework area. This diversity will be key to the success of the future of the area. This diverse mix can be mutually beneficial, contributing to activity levels throughout the day and into the evening, attracting different user groups and visitors to the area, as well as residents. These also help, and will continue to help support public transport and other infrastructure improvements.

BUILDING HEIGHTS
A variety of building heights can be found across the framework area, ranging from 1 storey sheds, to 10 storey + residential buildings. However in amongst that variety can be found an average mid range building height of approximately 5-7 storeys.

New development should be complementary to the existing landmarks by framing, complementing or visually linking these iconic buildings together to create and reinforce the unique sense of place.

KEY
- Distinctive landmarks
- Other buildings of prominence
- Distinctive areas of public realm

DISTINCTIVE LANDMARK BUILDINGS AND STRUCTURES
GREEN/ BLUE INFRASTRUCTURE

The framework area is influenced by the Strategic Green Infrastructure Network aligned along the River Tyne and a strategic green link across Gateshead to the Tyne, as set out in the CSUCP. The framework area also has two key types of green space running through it, which contribute to public open spaces. The first is areas of green spaces (predominantly amenity grassland) located between the key buildings, some simply on land awaiting development (such as south of Mill Road car park), others provide benefit to the setting of key buildings such as around St. Mary’s Heritage Centre.

The second category is the network of densely wooded banks which run parallel to the Tyne (along the southern edge of Hillgate Quay and South Shore Road within the framework area). These provide a swathe of mostly publicly accessible woodland which add to the Strategic Green Infrastructure Network. A break in this band of woodland occurs directly south of the Gateshead Millennium Bridge.

Generally, the existing landscape creates a setting for some of the existing buildings such as St. Mary’s Church and the Sage Gateshead to nestle within green space, improving the setting of these key landmarks.

CSUCP policy CS18 ‘Green Infrastructure and the Natural Environment’ and policy UC15 ‘Urban Green Infrastructure’ sets out the strategic planning objectives for the delivery for the framework.

SURFACE WATER AND TIDAL FLOOD RISK

The steeply sloping roads descending in a northwesterly and northeasterly direction toward the Tyne are at risk of surface water flows during 1:30 and 1:100 rainfall events. The most at risk areas include the foot of Bottle Bank, Bridge Street, Mill Road and the car park east of BALTIC. The Hillgate Quay area is at risk of future tidal flooding.

ECOLOGICAL CONDITIONS

The framework area contains a mixture of land uses and habitat type including existing buildings with associated landscaping, expanses of hardstanding including some with areas pioneer scrub dominated by ornamental butterfly bush (Buddleja davidii), pockets of native scrub, areas of well-managed amenity grassland and rank grassland. There are some small areas of largely deciduous woodland and occasional stands of trees across the area. The railway arches and coal drops provide potential opportunity for roosting bats.

Japanese knotweed (Reynoutria japonica) is known to be present within the framework area.

A colony of inland breeding kittiwakes are known to be resident on the Tyne Bridge and its adjoining towers between March and August.
GATESHEAD QUAYS: DEVELOPMENT FRAMEWORK

TOPOGRAPHY

Surface water flood risk:
- 1 in 30 year event
- 1 in 100 year event
- 1 in 1000 year event

Tidal flood risk:
- 1 in 200 year event with climate change to 2100
2.5 Existing Context Analysis

STRATEGIC VIEWS
As identified within CSUCP policy UC13 ‘Respecting and Managing Views within, From and Into the Urban Core’ the topography of the Tyne Gorge has a strong influence on the experience of approaching and viewing the framework area from both Gateshead town centre and Newcastle. The complex topography added to the built form, can conceal key buildings within the area, for example, from the town centre views of BALTIC are few and only fleeting glimpses.

Newcastle has a much stronger visual relationship with the landmarks of Gateshead, than Gateshead town centre does with it’s own landmarks. Gateshead views of landmark buildings are often glimpsed, with barriers to views created by the railway viaduct, existing built form and the topography. The viewshed of Sage Gateshead, BALTIC and St. Mary’s Heritage Centre are shown below.

Sage Gateshead Approximate Viewshed*
1. Sage Gateshead is highly visually prominent from short range views across almost all of the framework area
2. Sage Gateshead is also visible within longer range views from High Street, West Street, Mill Road, Hawks Road, Gateshead Highway and Newcastle’s Quayside

BALTIC Approximate Viewshed*
1. BALTIC is visible from short range views within the eastern edge of the framework area include the Mill Road car park and South Shore Road
2. Longer range views exist from Hawks Road, Maidens Walk, Quarryfield Road and Newcastle’s Quayside

St. Mary’s Heritage Centre Approximate Viewshed*
1. St. Mary’s is visible from short range views within the western edge of the framework area including Church Street, Oakwellgate and Abbots Road
2. Longer range views exist from High Street, Gateshead Highway and Newcastle Quayside

Development proposals also must consider visual impact on the views defined in the Urban Landscape Study of the Tyne Gorge, and as set out in Policy UC13 of the CSUCP.

Views of St Mary’s Church are amongst the backdrop of Newcastle and the street clutter and infrastructure of the foreground.

Sage Gateshead and the culturally iconic collection of bridges (High Level Bridge, Swing Bridge, Tyne Bridge and Gateshead Millennium Bridge) are prominent within the townscape and are key points of orientation for pedestrians and cyclists.

Interesting views exist from the Tyne Bridge looking down into the framework area and in particular onto Hillgate Quay.

Gateshead Millennium Bridge is not particularly visible from the south, with only fleeting glimpses beyond the site, with one key view at High Street crossing.
SEQUENTIAL VIEWS

GATESHEAD CENTRE TO SAGE GATESHEAD

1. View from West Street, at the corner of Nelson Street
2. View from Nelson Street, facing towards the viaduct
3. View along Brandling Street, facing east
4. View along Oakwellgate facing north
5. View from Oakwellgate/ Cannon Street facing east
6. View from St. Mary’s Square facing Newcastle
SEQUENTIAL VIEWS

SWING BRIDGE TO BALTIC

1) View from Swing Bridge facing across Hillgate Quay

2) View from Brigde Street, left turn into Hillgate and Tyne bridge

3) View from Hillgate facing east

4) View from Hillgate facing east

5) View from South Shore Road towards BALTIC Square

6) View across BALTIC Square
SEQUENTIAL VIEWS

NEWCASTLE QUAYSIDE TO BALTIC

1. View from Sandgate/ Milk Market facing Quayside
2. View from Quayside facing Tyne Bridge
3. View from Quayside facing Gateshead Quays
4. View from Hadrian’s Way facing Gateshead Millennium Bridge
5. View from Hadrian’s Way facing east
6. View from Gateshead Millennium Bridge facing BALTIC Square
3

DEVELOPMENT FRAMEWORK
OPPORTUNITIES
3.1 Development Framework Opportunities

The framework presents the opportunity to establish this area, along with Gateshead town centre as a primary destination for Gateshead and the North East region.

Strengthening the success of Sage Gateshead and BALTIC, new development opportunities can enhance and complement these existing uses, to create a diverse, mixed use neighbourhood to include residential, retail, leisure, commercial, hotel and cultural uses.

The unique and distinctive features of the site, be they heritage, architecture or landscape should be embedded within any design proposals, ensuring that the unique identity of this area is respected and enhanced.

The Gateshead Quays Framework will be well integrated with the surrounding existing and future neighbourhoods, easy to walk and cycle through and well connected by public transport.

The Gateshead Quays Development Framework will:

- Promote and enhance sustainable transport by developing a strong pedestrian friendly network and cycle routes linking the area to Gateshead town centre, Newcastle and future development areas;
- Enhance and promote Gateshead’s own distinctiveness and heritage;
- Increase interaction with Gateshead’s riverfront - through enhanced routes along Hillgate/ Shore South Road and to the water from Gateshead town centre, further opportunities to interact with the water at Hillgate Quays and ensure views of Tyne Gorge are enhanced;
- Provide new north-south and east-west routes, connected back into the wider movement network through improved connections across the strategic highways;
- Explore the opportunity for new cultural landmarks to emerge adjacent to Sage Gateshead/ BALTIC which also benefit the wider green infrastructure network. High quality landscape proposals should support any new cultural landmarks to set them within an exceptional landscaped setting;
- Provide improved and distinctive public spaces at the heart of the framework area, flexible to provide a range of activities including community events, animate the east-west and north-south movement routes and provide a unique setting for new development plots;
- Enhance the existing public realm around Sage Gateshead, Maidens walk and Baltic Square. New public realm proposals should be characterised by soft landscape with new street trees, sustainable drainage proposals and planting to enhance ecology and biodiversity;
- Expect all development proposals, from buildings to public realm to provide a clear strategy for the long term, high-quality management and maintenance into the future;
- Mitigate the impacts of climate change by providing increased protection from tidal and surface water flooding through improvements to the quay wall and provision of green infrastructure including SuDs to manage surface water flows;
- Unlock development sites along the waterfront, within the conservation area, and at the heart of the framework area; and
- Realise the potential of the Mill Road/ Hawks Road gateway location.

POTENTIAL DEVELOPMENT PLOTS

As set out in Policy QB2 of the CSUCP, deliverable development plots are located at Hillgate Quays, Church Street and Oakwellgate and on the land directly east of Sage Gateshead and the Coal Drops up to Hawks Road/ Mill Road.

The development potential of HMS Calliope and Sage Gateshead car park are also set out by Policy QB2. However, as these sites are not currently promoted for development, they have not been detailed within this development framework.

PUBLIC ART

Public art has become an integral part of Gateshead leading to national and international recognition. Public art is an important part of place-making, contributing to local life and to what makes a place interesting. Public art needs to be intrinsic to the development of each plot. It can be integrated into the architectural fabric, street furniture and it can take a variety of forms including physical pieces, creative lighting, performance space, creative consultation and processes and temporary installations. The process of introducing public art should also provide the opportunity for individuals and organisations to collaborate working creatively to maximise the use of resources and bring individuality to the development of each plot.
FRAMEWORK OPPORTUNITIES

KEY
- Framework area
- Enhanced pedestrian/cycle routes
- Improved pedestrian/cycle connectivity beyond framework area
- Key routes beyond the framework area
- Enhance the Strategic Green Infrastructure Network
- Preserve and enhance the setting of existing asset
- Existing public realm to be enhanced and "greened"
- Development plots
- Sensitive development within Conservation Area
- Development plots beyond framework area
- Potential for improved distinctive public spaces
- Existing landmark features
DEVELOPMENT FRAMEWORK
STRATEGIES
4.1 Access and Movement Strategy

PEDESTRIAN AND CYCLE MOVEMENT

1. Enhancements to the route along Hillgate/South Shore Road (also known as Keelman’s Way) is prioritised to maximise the potential as the waterfront recreational route. This route is envisioned as pedestrian and cycle priority with restricted vehicular public transport, taxi and service access. This route should take advantage of access to and views of the River Tyne where possible, as well as responding to the wider green infrastructure network. This route is currently unable to be facilitated along the river edge as set out in Policy QB1 due to the presence of HMS Calliope. However, the riverside route should be provided where possible, for example at Hillgate Quay and then linked back to Hillgate/ South Shore Road.

2. Provision of a new north-south pedestrian and cycle route, connecting the Gateshead Millennium Bridge and Keelman’s Way to Hawks Road. The route brings the Coal Drops to the fore along Maidens Walk and provides a vital, legible public access route from Gateshead High Street down to the River Tyne.

3. Provision of new east-west pedestrian/cycle route through the centre of the framework area. This route is vital to provide a choice of routes through the area, strengthening access from Gateshead High Street and Newcastle. This route intends to reanimate Abbots Road and establishes two important nodal points at the heart of the area.

4. Connection of Oakwellgate and Brandling Street to Gateshead High Street with enhanced public realm and crossing opportunities across Gateshead Highway to establish improved connections from the centre of Gateshead into the framework area.

5. Two nodal points to be created at within the framework area where key movements routes cross. One at the eastern side of the Sage Gateshead which has the potential to create a new square to act as a key orientation point. The other node, an existing junction, where Cannon Street, Oakwellgate and Abbots Road meet, requires improvements to prioritise pedestrian and cycle movement through the area and provides a key opportunity to connect to the Bridges Conservation Area.

6. Improved visibility and access through the viaduct to ensure legible access to and from the framework area.

7. Improvements to the pedestrian and cycle crossing points at the periphery of the framework area to enhance connectivity with adjacent existing and future destinations.

8. Servicing requirements need to be carefully integrated into the movement network to not conflict with key pedestrian and cycle routes or limit ground floor activation of buildings frontages along primary and secondary pedestrian and cycle movement routes.

9. Connection to the secondary pedestrian/cycle route linking to Newcastle City centre across Tyne Bridge.

10. Links to wider routes including the primary route along Half Moon Lane, Wellington Street and High Level Bridge linking through to Newcastle Central Station and Metro and the primary route to Gateshead Interchange bus and Metro along West Street, Wellington Street, Hill Street and into the framework area.
4.2 Access and Movement Strategy

**VEHICULAR MOVEMENT**

Limited vehicular movement is expected within the framework area. Vehicular movement will be primarily local access (tertiary movement) only - with further restrictions to movement to allow only public transport, taxi and service access along Hillgate/ South Shore Road. This allows for the framework area to prioritise pedestrian and cycle movement.

The existing Q1, Q2, 93 and 94 bus routes would be maintained in the movement network. Enhanced coach parking and taxi provision must be considered in improved public realm schemes around Oakwellgate. The demand for public transport and the need to enhance provision will be assessed in detail as part of the planning process.

Servicing requirements need to be carefully integrated into this network to ensure it does not have adverse impact on the primary and secondary pedestrian/ cycle routes - as shown on the plan on the right.

A new public multi-storey car park on Hawks Road is proposed to replace the loss of surface public car parking in the framework area and provide some additional capacity. This car park will serve both the Baltic Quarter and the Gateshead Quays and will cater for some but not all the additional car parking demand from the developments within the framework area. Some of the demand will also be met from existing car parks in the wider area. There may also be some limited additional car parking provided within the proposed development plots. New public parking will include appropriate levels of charging and give priority to short stay. The requirements for each development will be reviewed, and a balanced approach taken to car parking and alternative means of access.
4.3 Proposed Key Street Principles

HILLGATE AND SOUTH SHORE ROAD

Hillgate and South Shore Road present an opportunity to enhance a strategic east-west pedestrian and cycle prioritised movement through and beyond the framework area. Improvements to this route will benefit the wider green infrastructure network, improve visual amenity and create an attractive setting for new and existing development.

Subject to further design exploration, the framework suggests the following key principles:

- Due to the constraints of the existing road width, surface materials and street layout will be the focus of improvement works;
- Widen and consolidate the footpath to the north to reflect that footfall on this side of the road has a clearer aspect over the existing landmarks and provides attractive views across Tyne Gorge;
- Explore the potential of a limited kerb upstand and new surface materials to the footpath to ensure clear differential with the carriageway;
- Blend the existing landscape banks to the southern boundary of the route into the street through a flexibly sized soft landscape zone which can accommodate street furniture, trim trails as well as the introduction of street trees and planting to benefit the wider green infrastructure network;
- Explore the potential to provide sustainable urban drainage solutions within the soft landscape zone;
- Provide a balanced priority carriageway of flexible width to accommodate limited service access, taxis and buses whilst allowing two way cycle movement and pedestrians to cross. Soft landscape should be extended into the carriageway at times to create a varied and exciting recreational pedestrian and cycle route in the first instance; and
- Ensure vehicular movements are restricted to public transport, taxi and limited service access only.
BRANDLING STREET

Brandling Street has the potential to improve the area’s relationship with Gateshead Centre. It is part of a strategic east-west route through the framework area. People approaching the area from the High Level Bridge arrive at the south-western corner of the area, to meet the end of Brandling Street. This is also an important point at which to pick up the High Street which leads to Gateshead Centre.

In addition to its strategic importance, Brandling Street has retained significant character, primarily defined by the railway viaduct and archways run along the southern edge of the street. It has also retained its cobbled surface and the locally listed Kent House along Church Street provides further distinctive character.

With this in mind the framework proposes improvements to the street section to create an improved pedestrian and cycle environment. This is focussed around balancing the limited vehicular movement with cycle movement and pedestrian flows across the street.

Legibility can also be improved through marking the gateways and providing activity, lighting, and potentially soft landscape and public art through the viaduct.

The improved street section should accommodate soft landscape features and SuDS to mitigate the modelled surface water flow route.

Public realm proposals should also explore the integration of public art features along this route which links to the local heritage story of the area.

NORTH-SOUTH ROUTE - MAIDENS WALK

Development of the QB2-A plot offers up the opportunity to extend and improve north-south connections through the framework area - providing a positive connection between Baltic Quarter and the River Tyne via the framework area.

This route should be pedestrian/cyclist priority, well over looked, active and vibrant. This route should be characterised by soft landscape including planting, street trees and SuDS features to increase the green infrastructure through the area.

Public realm proposals should also explore the integration of public art features along this route which links to the local heritage story and cultural landmarks of the area.
4.4 Green/ Blue Infrastructure Strategy

The strategy is focussed around creating an exceptional landscape setting to support new development proposals. New cultural landmarks in particular are expected to detail high quality public realm proposals which provide significant benefit to the wider green infrastructure network.

New public realm proposals should be informed by the extension of the Strategic Green Infrastructure Network that runs along the River Tyne and extends positively into Gateshead to the east and west of the framework area. As such, public realm proposals should be characterised by soft landscape design, including new street trees, integrated sustainable drainage solutions and planting to enhance ecology and provide biodiversity net gain (as referred in 6.1) - as well as creating an attractive setting for Gateshead and the Tyne Gorge.

Biodiversity net gain is mandated as part of any development proposals. This is a quantitative calculation used to demonstrate the biodiversity value of a site pre-development and then post-development, in order to verify that there is a net gain in biodiversity as a result. Net gain in biodiversity can be achieved by following the mitigation hierarchy; avoiding loss, minimising impact, and then identifying appropriate mitigation for any unavoidable impacts. In addition, bespoke enhancement opportunities should be explored.

This strategy supports the improvement of Hillgate/ South Shore Road as a strategic recreational route for Gateshead characterised by the inclusion of soft landscape and opportunities to dwell and appreciate the Tyne Gorge. This route links to and extends the wider green riverside routes to the east and west. This route should engage with the waters edge at every opportunity.

New and existing buildings have the opportunity to complement this green corridor - through enhancement of existing public realm around the Sage Gateshead, Maidens Walk and Baltic square alongside the provision of new distinctive public spaces at the heart of the framework area.

Public realm proposals must also be designed to be flexible to allow for a range of activities including community events and animation to provide a unique setting for new and existing development.

Keys heritage assets such as the bridges, iconic cultural buildings (Sage Gateshead and BALTC), the Bridges Conservation Area and marks of industrial heritage such as the Coal Drops are distinctive features of the site. A sensitive landscape response will help to engage people with the historic legacy of the area, creating places to discover and enjoy as part of the wider Gateshead Quays experience.

Beyond the Riverside Walk, two further key routes dissect the framework area. The north-south route connecting South Shore Road and Hawks Road and the east-west route from Brandling Street/ Bottle Bank to Mill Road/ Hawks Road. These are vital to the successful integration of the scheme into the wider area and must be carefully designed to prioritise pedestrian and cycle movement. Soft landscape proposals are also expected to be integrated into the design of these routes, including street trees, planting and SuDS to manage surface water flows and mitigate the impacts of climate change.

Routes to Gateshead town centre will be strengthened with pedestrian/ cycle prioritised crossings and more legible routes under the railway viaduct.

All development proposals are expected to provide a clear strategy for the long-term, high-quality management and maintenance into the future.
WESTERN PUBLIC REALM IMPROVEMENTS TO SAGE GATESHEAD

Including western Sage Gateshead arrival space, Oakwellgate, Abbots Road and the western nodal point. The key principles are as follows:

• Soft landscape focus - introduction of SuDs and planting, providing ecological benefit, new flood resilience and connecting into the wider green infrastructure network to benefit the setting of new development and existing landmarks;

• Pedestrian/ cycle priority with sensitive integration of vehicular drop-off and servicing; and

• Explore positive ways to animate routes through the viaduct, including new uses, lighting, street furniture, artwork and planting.

EASTERN PUBLIC REALM IMPROVEMENTS TO SAGE GATESHEAD

Including eastern Sage Gateshead arrival space, Maidens Walk, the eastern nodal point and linking up to Baltic square across South Shore Road. The key principles are as follows:

• Integration of soft landscape at the core of public realm proposals, including SuDs, street trees and planting - creating an attractive north-south connection from Hawks Road to the riverfront;

• Ensuring public realm proposals interact positively with the Coal Drops and provide the opportunity for new lighting and activity to occur within them; and

• Explore flexible event space within proposals to allow for spill-out of cultural landmarks or community events to take place within new public realm, focussed around the identified nodal point.
THE FRAMEWORK PLAN
There are three key development opportunity plots within the framework area. These are:

1. QB2-A Plot
2. QB2-B Plot
3. QB2-C Plot

The following pages set out the development opportunities within the framework area. A high level brief is presented for each plot. This deals with plot extent, indicative building footprint, building massing, public realm, frontages and potential land uses.

As these plots come forward, it is important that the proposals are considered within the context of this framework, and the impact on the wider vision assessed. Developing in a site which already has landmark developments requires sensitivity and a clear understanding of how each site relates to the whole. Accordingly, these plots will need to be brought forward in accordance with an approved masterplan to demonstrate a comprehensive and coordinated approach to site development and infrastructure provision. Masterplans will be prepared by the landowner/developer(s) as part of the planning application process in line with this framework.
5.2 The Framework Plan
5.3 Development Framework Design Guidance

FRAMEWORK EAST - PLOT QB2-A

Plot QB2-A is the largest development plot within the framework area and it performs a fundamental role in achieving the wider framework vision. CSUCP Policy QB2 sets the site specific allocation requirements for the site.

This plot is required to complete the river frontage adjacent to Sage Gateshead, address Hawks Road and Mill Road and have a positive relationship with the Coal Drops. Therefore any development within this area must be of the highest quality.

Situated within the heart of the framework area, this site places any development at an important node. Development here must enable and positively engage with the north-south and east-west movement pedestrian/cycle routes and respond to the nodal point where these key routes meet - creating a destination for people to gather.

The Coal Drops are a significant heritage feature within this area. Distinctive and full of character, they are the key in creating a unique experience along the north-south route and they should be positively and sensitively animated within public realm proposals.

Potential development footprint within this plot has been formulated following steps below. Firstly, a sensible maximum developable area has been devised, this provides reasonable off-sets to the Sage Gateshead arrival space, the Coal Drops, respects the frontage along South Shore Road and provides a glimpse of Gateshead College to the south to maximise the potential of the north-south route. Overlaying the previously identified key movement routes provides the potential for two large footprint development parcels. The size and location of these parcels provide the opportunity to deliver larger footprint uses such as leisure and cultural landmarks - supplemented and supported by retail and commercial uses.

Existing service access is provided from Mill Road. This should be maintained and utilised to service both parcels by utilising the topography to not inhibit the east-west route.

The existence of the service route has the potential to split a small parcel of land fronting Mill Road. This parcel could be delivered separately, and therefore has the potential to reflect uses along Mill Road/ Hawks Road by providing residential, hotel or commercial use.
Due to the potential nature of the two (northern and southern) landmark parcels, massing should be carefully considered though the design rationale within planning application(s), with due consideration of views from Gateshead Town Centre to key orientation points.

Massing for the Mill Road parcel should be tested within the elevation along Quarryfield Rd./Mill Road and alongside the opportunity to deliver larger landmark buildings within the adjacent northern and southern development parcels. Massing for the Mill Road parcel should also consider the future development opportunity on the opposite corner of Mill Road/Hawks Road.

This plot is within 20m of an existing local heat and power network, operated by Gateshead Energy Company, and as per Core Strategy policy requirements (CS16), any development would be expected to consider a connection to this network.
5.4 Development Framework Design Guidance

FRAMEWORK WEST - PLOT QB2-B OPTION 1
Plot QB2-B is currently made up of several existing buildings. Mixed in character, quality and use.

The first step for any development within this area is to understand in more detail the activities of the existing buildings, the condition and heritage value of the existing buildings. This framework assumes as a minimum that the locally listed Kent House should be retained. There are clearly opportunities for new build development within this area to animate the immediate streets.

There are a number of options to the delivery of Plot QB2-B, predicated on the potential to develop Church Street car park at the same time as the main Oakwellgate Plot. This option 1 explores the delivery of the Oakwellgate plot in isolation.

The preference is for holistic delivery of the Oakwellgate and Church Street car park plots together. However, any development to deliver the Oakwellgate plot in isolation should consider the following:

- Oakwellgate and Brandling Street as key pedestrian and cycle connections to the wider framework area, Tyne Bridge and Gateshead town centre.
- Respect the surrounding heritage assets, including the public convenience building, St. Mary’s Heritage Centre, Kent House and the Bridges Conservation Area.
- The form, rhythm and function of the arches to the south of Brandling Street also provide unique character that should be utilised to inform a finer grain of development blocks.
- The new street frontage to Oakwellgate and activity at street level is an opportunity to reinforce and enhance the existing public realm between St Mary’s Heritage Centre, Sage Gateshead and the Sage car park.
- Land uses should complement the small business and creative industries which have already begun to occupy to viaduct archway units along Brandling Street.
- Development presents opportunities within public realm design to accommodate and mitigate surface water flow paths in design features.

This plot is within 100m of an existing local heat and power network, operated by Gateshead Energy Company, and as per Core Strategy policy requirements (CS16), any development would be expected to consider a connection to this network.
5.5 Development Framework Design Guidance

FRAMEWORK WEST - PLOT QB2-B OPTION 2

Option 2 explores the opportunity and key design principles associated with the holistic development of the Oakwellgate plot and Church Street car park.

- Oakwellgate and Brandling Street remain key pedestrian and cycle connections to the wider framework area, Tyne Bridge and Gateshead town centre.
- A realigned Church Street pedestrian/cycle route along the Tyne Bridge wall allows development to positively engage with the Bridges Conservation Area - facilitating an interesting local route to explore and for development to spill into.
- Respect and positively engage with the surrounding heritage assets, including the public convenience building, St. Mary’s Heritage Centre, Kent House and the Bridges Conservation Area.
- The form, rhythm and function of the arches to the south of Brandling Street also provide unique character that should be utilised to inform a finer grain of development blocks.
- The new street frontage to Oakwellgate and activity at street level is an opportunity to reinforce and enhance the existing public realm between St Mary’s Heritage Centre, Sage Gateshead and the Sage car park.
- Land uses should complement the small business and creative industries which have already begun to occupy to viaduct archway units along Brandling Street.
- Development presents opportunities within public realm design to accommodate and mitigate surface water flow paths in design features.

Consider views from High St.
Consider views from Half Moon Lane.

OAKWELLGATE
QB2-B PLOT
OPPO TION 2
SAGE GATESHEAD
CAR PARK
TYNE BRIDGE
BRANDLING ST .

OAKWELLGATE
QB2-B OPTION 2 MASSING AXONOMETRIC

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Potential development footprint
Primary frontage
Secondary frontage
Tertiary frontage
Public realm improvement
Soft/green public realm
Potential street trees/planting
Potential SuDs
Movement routes
Improved pedestrian/cycle crossing
Future development plot outside framework boundary
Nodal SuDs
Public realm improvement
Soft/ green public realm
Potential street trees/planting
Potential SuDs
Movement routes
Improved pedestrian/cycle crossing
Future development plot outside framework boundary
Nodal SuDs

Existing heritage feature to maintain

Public realm improvement

Soft/green public realm

Potential street trees/planting

Potential SuDs

Movement routes

Improved pedestrian/cycle crossing

Future development plot outside framework boundary

Nodal SuDs

Public realm improvement

Soft/green public realm

Potential street trees/planting

Potential SuDs

Movement routes

Improved pedestrian/cycle crossing

Future development plot outside framework boundary

Nodal SuDs
FRAMEWORK WEST - PLOT QB2-B - OPTION 3

Option 3 explores the individual delivery of the Oakwellgate plot and Church Street car park.

- Oakwellgate and Brandling Street remain key pedestrian and cycle connections to the wider framework area, Tyne Bridge and Gateshead town centre.
- Church Street has the potential to be downgraded to provide vehicular service access only, therefore pedestrian/cyclist priority.
- A new block at the car park site would be limited in scale, and off-set from the Tyne Bridge wall. Development is expected to animate Church Street through active uses at the ground floor, with the potential to spill into Church Street itself.
- Respect and positively engage with the surrounding heritage assets, including the public convenience building, St. Mary’s Heritage Centre, Kent House and the Bridges Conservation Area.
- The form, rhythm and function of the arches to the south of Brandling Street also provide unique character that should be utilised to inform a finer grain of development blocks.
- The new street frontage to Oakwellgate and activity at street level is an opportunity to reinforce and enhance the existing public realm between St Mary’s Heritage Centre, Sage Gateshead and the Sage car park.
- Land uses should complement the small business and creative industries which have already begun to occupy to viaduct archway units along Brandling Street.
- Development presents opportunities within public realm design to accommodate and mitigate surface water flow paths in design features.

Consider views from High St.

QB2-B OPTION 3 MASSING AXONOMETRIC

QB2-B PLOT PRINCIPLES
FRAMEDWORK WEST - PLOT QB2-C

Plot QB2-C (Hillgate Quay) forms an important part of the framework area as one of the few opportunities to interact with the river edge. The site is currently utilised as a successful pop-up food and drink container village with occasional food market and has a strong emphasis on independent businesses. These uses are proving to be successful within this area and as such, provides a useful precedent for future development within the plot.

CSUCP policy QB2 sets the site specific allocation requirements for the site. Any development proposals for this site should explore the opportunity to provide a permanent solution which allows the existing independent businesses to remain within the plot area. Further opportunities to animate the river frontage should be maximised through development which expands the opportunity as a food and drink destination.

The main access to the site is from the improved route along Hillgate and South Shore Road. The access into the site provides an opportunity to provide the riverside walk with a direct relationship with the River Tyne, as set out in Policy QB1. The presence of HMS Calliope currently limits the ability to deliver the riverside walk in its entirety. Development proposals should be careful to not limit the complete delivery of this route in the future by ensuring development does not sever a future connection east directly along the riverfront to connect to BALTIC square.

Building heights within this area should consider proximity to the Grade II* listed Tyne Bridge and being situated within the Bridges Conservation Area. Height and massing of new built form should not be harmful to this heritage asset or its setting. As such, it is not anticipated that building heights will exceed 9m in places.

Active frontage should be directed to the water to animate Gateshead riverfront.

Development proposals must explore the opportunity to improve resilience to future tidal flood risk.

Development proposals should consider the unique colony of inland breeding kittiwakes resident on the Tyne Bridge and its adjoining towers, and design the scheme to avoid any conflict.

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5.7 Development Framework Design Guidance

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QB2-C MASSING AXONOMETRIC

QB2-C PLOT PRINCIPLES

- Existing feature to maintain
- Potential development footprint
- Primary frontage
- Secondary frontage
- Tertiary frontage
- Public realm improvement
- Soft/green public realm
- Potential street trees/planting
- Potential SuDs
- Movement routes
- Improved pedestrian/cycle crossing
- Nodal SuDS
- Future development plot outside
- Framework boundary
- Nodal SuDS
- Existing feature to maintain
- Potential development footprint
- Primary frontage
- Secondary frontage
- Tertiary frontage
- Public realm improvement
- Soft/green public realm
- Potential street trees/planting
- Potential SuDs
- Movement routes
- Improved pedestrian/cycle crossing
- Nodal SuDS
- Future development plot outside
- Framework boundary

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ENVIRONMENTAL CONSIDERATIONS
FLOOD RISK
Parts of the northern boundary of this framework area 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.

The dramatic change in levels means that parts of the framework area are at risk of surface water flooding. The Strategic Flood Risk Assessment (prepared by JBA Consultants) identifies 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.

Flood Risk should be planned for spatially along with green infrastructure through CSUCP policies CS17 ‘Flood Risk and Water Management’ and CS18 ‘Green Infrastructure and the Natural Environment’ and UC15 ‘Urban Green Infrastructure’.

SUSTAINABLE DRAINAGE
Government Policy is that sustainable drainage solutions should be delivered through the planning system. This relies upon Government issued documents including:
- The National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- DEFRA Non-Statutory Technical Standards for sustainable drainage systems

The NPPF and associated PPG relate to Government Policy on the provision and long-term maintenance of sustainable drainage systems (SuDS). The technical standards provided relate to the design, construction, operation and maintenance of SuDS and have been published as guidance for those designing schemes.

The framework shall employ the principles of Sustainable Drainage Systems (SuDS) as set out by the Government Policy to provide a spatial strategy for the delivery of water quality treatment, amenity, biodiversity and landscape in the form of permeable paving materials, green roofs and walls, bioretention, public realm water features, swales and urban drainage basins across the framework area.

SuDS systems will assist with the management of surface water runoff from within and external to the framework area in a controlled manner to mitigate the effects of flooding. Flood mitigation measure will need to be incorporated within the framework area.

The design of this system is subject to consultation with the regulatory and statutory bodies and may include flood defence features, bioretention features, permeable paving, or attenuation tanks to achieve the appropriate flood protection measures. Further details on the use of SuDS can be obtained from The SuDS Manual (CIRIA C753).

The surface water network will need to comply with the following policies, standards and specifications:
- NPPF, NPPG, DEFRA Non-Statutory Technical Standards for SuDS, Newcastle/ Gateshead Core Strategy, MSGP
- Building Regulations 2010 Drainage and Waste Disposal Approved Document Part H– In particular to provide evidence that the proposed disposal of surface water runoff is in compliance with the order of priority as set out in Part H3.(3):
  - (a) an adequate soakaway or some other adequate infiltration system; or, where that is not reasonably practicable;
  - (b) a watercourse; or, where that is not reasonably practicable;
  - (c) a sewer
- British Standards BS EN 12056 Part 1 to 5 Gravity drainage systems inside building;
- Sewers for Adoption 7th Edition.

Any planning applications for major developments need to be accompanied by a surface water drainage strategy or statement that demonstrates that the drainage scheme proposed is in compliance with the NPPF, the Non-statutory technical standards, and Local Policy.
CLIMATE CHANGE
A review of the structural stability and an appropriate Climate Change Adaptation Strategy for the Gateshead Quays wall was undertaken as part of the preparation of the CSUCP, 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 quay 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 existing 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.

In relation to sustainable energy considerations, to reduce the developments carbon emissions, developments should follow policies within the Core Strategy (CS16) and note that development plots are very close to existing heat and power networks, that can provide lower cost, lower carbon heat and power.

ENVIRONMENTAL IMPACT ASSESSMENT
The preparation of an Environmental Impact Assessment (EIA) will form an integral part of planning application(s) for development within the framework area. As part of this work there will be a need for detailed discussions with a range of key consultees, including the Council, Historic England, the Environment Agency and Natural England, in order to agree the exact scope of the application and Environmental Statement. Consideration, and potentially screening, will also need to be carried out for other forthcoming developments within the framework area, depending upon the scale of development proposed and any environmental effects it may give rise to.

AIR QUALITY/ NOISE
Gateshead Council are working together with Newcastle City Council and North Tyneside Council to identify measures to ensure that legal limits for nitrogen dioxide in central Tyneside are not exceeded. The government requires that these measures are in place by 2021. Whilst the measures are unlikely to directly affect the road network within the framework area itself there may be major implications on the surrounding highway network including the main access routes to the area. The proposed measures are expected to be finalised soon and will be subject to separate consultation.

There are noise sensitive receptors in and around the framework area and the framework area is also located adjacent to the Air Quality Management Zone for Gateshead Town Centre.

The planning process for any site will need to have regard to these environmental factors and where necessary demonstrate how the development would mitigate any identified noise/air quality implications.

MINING
The framework area is located in a Coal Authority defined ‘Development High Risk Area’ and is affected by probable shallow mine workings.

The planning process for any site will require the submission of a ‘Preliminary Coal Mining Risk Assessment Report’, further intrusive investigation as appropriate to supplement any existing information, the submission of an updated Coal Mining Risk Assessment Report based on investigation findings, and where required submission of a Remediation Mitigation Proposals Report, implementation of remedial mitigation measures and submission of Remediation Validation Report.

CONTAMINATION
Given the industrial history of the area, there is a potential for a wide range of contaminants and some ground gas to be present on the site. Whilst previous investigations indicate a degree of remedial works having been carried out locally in the past, the potential for contamination and ground gas to be present remains.

The planning process for any site will require the submission of a Phase 1 Preliminary Risk Assessment, Phase 2 investigation to supplement any existing investigation information, a risk assessment report, and where required submission of a Remediation Strategy Proposals Report, implementation of remedial measures and submission of a Remediation Validation Report.

ECOLOGY
The framework area contains a mixture of land uses and habitat type including existing buildings with associated landscaping, expanses of hardstanding including some with areas pioneer scrub dominated by ornamental butterfly bush, pockets of native scrub, areas of well-managed amenity grassland and rank grassland. There are some small areas of largely deciduous woodland and stands of trees across the area. The railway arches and coal drops provide potential opportunity for roosting bats.

Japanese knotweed is known to be present within the framework area.

A colony of inland breeding kittiwakes are known to be resident on the Tyne Bridge and its adjoining towers between March and August.

Development proposals within the framework area must have due regard to:
- River Tyne Local Wildlife Site;
- Designated Wildlife Corridor formed by the River Tyne and its banks; and
- Priority/notable habitats and species, including a large breeding colony of kittiwakes (with the south tower and Baltic providing important nesting sites that should not be disturbed).

The framework also provides a unique opportunity for people to enjoy contact with the natural environment and provide an increase in the biodiversity value of the area, which should be key aspirations in any detailed design proposals.

Biodiversity net gain is mandated as part of any development proposals. This is a quantitative calculation used to demonstrate the biodiversity value of a site pre-development and then post-development, in order to verify that there is a net gain in biodiversity as a result. Net gain in biodiversity can be achieved by following the mitigation hierarchy, avoiding loss, minimising impact, and then identifying appropriate mitigation for any unavoidable impacts. In addition, bespoke enhancement opportunities should be explored.
7.1 Development Phasing

This document has been developed to provide a framework for the development of the wider site in the context of emerging development proposals.

It is expected that plot QB2-A will form the first phase of the development, and is intended to come forward within years 1-5 of the framework.

Timescales for the delivery of schemes on the other development opportunity sites within the framework area are less clear, and will ultimately be driven by market demand. However, this could include plots QB2-B and QB2-C within years 6-10 of the framework.

Further development opportunities within the framework area may be considered within years 10-15 depending upon site availability.
As per Gateshead Council’s adopted Statement of Community Involvement (SCI), this development framework will follow the procedures set out in Sections 12-22 of Town and Country Planning (Local Planning) (England) Regulations 2012. The development framework will be published on the Council’s website and consultation portal, and to statutory consultees and interested parties. The development framework will also be advertised via social media, and subject to a one-day drop-in event. The consultation period will last a minimum of 30 days.

AIMS OF THE CONSULTATION STRATEGY

Local authorities are encouraged to involve people in the process as early as possible. The aims of the consultation process are as follows:

- To ensure that residents and organisations voices are heard from the outset.
- To meet the statutory requirements for consultation as set out by Government guidance.

PREVIOUS CONSULTATION

Consultation relating to the Quays took place as part of the consultation on the Core Strategy and Urban Core Plan for Gateshead and Newcastle leading up to its adoption in March 2015.

DUTY TO COOPERATE

The ‘Duty to Co-operate’ became a legal requirement under the provisions of the Localism Act (2011). In essence it requires Local Planning Authorities and other prescribed bodies to co-operate on strategic matters. Gateshead has a strong and long established record of commitment to joint working with Newcastle City Council and other neighbouring authorities and with public bodies. Specifically, Gateshead and Newcastle have worked together on the Core Strategy and Urban Core Plan.

The Council will have ongoing consultation with neighbouring authorities, in particular Newcastle as well as other public bodies such as the Environment Agency, Historic England, Port of Tyne and Highways England, as appropriate, in addition to the more formal consultation via a mail out.

Meetings have taken place during the development of the Development Framework, with many of the Statutory Consultees to help ensure that the plan is acceptable to these bodies.
INFRASTRUCTURE REQUIREMENTS

It is important that future developments address infrastructure needs outside of their individual Plots to ensure a coordinated approach. The implementation of the necessary infrastructure will be brought forward in a phased manner as part renewal process by 2030.

Improved pedestrian routes
- Riverside route – Hillgate/ South Shore Rd
- North South route – Maidens Walk
- East West route - Abbots Rd to Mill Rd.
- Brandling St and Oakwellgate Bridge
- Church St
- Bridge St
- Canon St
- Mill Rd

Cycle routes parking and facilities
- South Shore Road/Riverside route
- North South Route from South Shore Rd to Hawks Rd and Baltic Quarter

Vehicular access and servicing
- Vehicular access to certain areas, including parts of South Shore Road and Hawks Road may need to be restricted at times to cope with peak pedestrian demands.

Public transport access
- Improved facilities for buses on Hawks Road;
- Improved taxi and coach parking and drop off’s including additional off-site parking

Improved public realm
- Oakwellgate
- Abbots Rd and Maidens Walk
- Baltic Square leading to South Shore Rd, East of the SAGE;
- Church St

SuDS
- Brandling St/ Oakwellgate/ Cannon St (upper)/ Church St
- East West route - Abbots Rd to Mill Rd.
- North South route – Maidens Walk
- Riverside route – Hillgate/ South Shore Rd
- SuDS focal points – entrance to Hillgate Quay/ above Millennium Square/ north of Mill Rd/ South Shore Rd. junction

Adjacent to the Framework Area
New multi storey public car parking on Hawks Road and pedestrian improvements to the Quays
New north/south road including pedestrian and cycling facilities through Baltic Quarter serving Gateshead Quays and new public car park

Continued work to improve public transport connections, including bus routes, and improvements to the provision of heavy and light rail

Continued work to reconfigure the road layout at Oakwellgate junction to provide a more direct pedestrian link to Gateshead Quays and the Baltic Quarter and opportunities to develop buildings which can form streets; enclose spaces and enable a more urban streetscape to be created

Primary pedestrian route improvements linking the Quays to Gateshead Centre and to the north along West St, Wellington St, Hills St, Brandling St, and then down Church St and another along Brandling St arch to Quaysgate/ Oakwellgate bridge, Garden St Car Park, Hawks Rd.

Primary pedestrian route improvements along High Level Bridge, Wellington St and Half Moon Lane

Secondary pedestrian route improvements along Hawks Rd, Bridge St to Swing Bridge, High St to Tyne Bridge and Coulthards Lane with the route past Mecca Bingo

Drainage improvements along Wellington St/ Hills St/ Bottle Bank/ High Street (between Nelson St & Askew Rd)/ Hawks Rd

SUSTAINABILITY

Gateshead have signed up to the Covenant of Mayors commitments on sustainable energy. This is a commitment to go beyond a 20% reduction in greenhouse gas emissions by 2020 base on 1990 baseline. In May 2019, Gateshead Council declared a ‘Climate Emergency’ committing the Council to make all Council’s activities carbon neutral by 2030. And ensure that all planning decisions are in line with a shift to zero carbon by 2030.

The following principles are expected to be met:
- Good levels of fabric performance and passive measures such as natural ventilation, utilising thermal mass, passive solar shading and control will be used to reduce operational energy consumption.
- High efficiency equipment, variable speed drives, heat recovery devices, free cooling and lighting will be utilised wherever suitable.
- A Low and Zero Carbon Technologies appraisal to be undertaken to determine the feasibility and case for on and off site low carbon energy generation including PV, CHP, use of the District Energy Network.
- Water saving measures such as rainwater harvesting, automatic leak detection and shut off, low water use WCs and taps will be used wherever suitable and practicable to do so.
- Building services to be designed and installed to be robust and adaptable sufficient to cope with predicted climate change for its foreseeable equipment life span of typically 15 - 25yrs.