

Newcastle City Council – Consultation on the Draft Development Frameworks for East Pilgrim Street and Science Central West

Background

1. Newcastle City Council is consulting on draft development frameworks for the East Pilgrim Street and Science Central areas in the City Centre.
2. The East Pilgrim Street area is identified as a key site in the Gateshead and Newcastle upon Tyne Core Strategy and Urban Core Plan (CSUCP) which was adopted in March 2015 (policies CS2, UC1, UC2 and NC2). The area extends from Durant Road in the North to the Swan House junction to the south, and from Pilgrim Street on the west to the Central Motorway in the east (see annex 2).
3. The northern area of East Pilgrim Street is allocated for retail led development which will provide a new retail destination supported by a mix of other uses. Once developed this area will be included in the Primary Shopping Area through a review of the Local Plan. The central and southern areas will be developed for mixed-uses including offices, residential and leisure. Once in place the development frameworks will be a material consideration for all applications in the area, setting out planning submission requirements for both areas, key design principles and the need for a comprehensive and coordinated approach to site development and infrastructure provision.
4. The [development frameworks](#) set out a number of generic design principles relating to development mix; movement; public realm; listed buildings; scale, massing and height; placemaking; and vistas. These include:
 - Improved public realm, new pedestrian routes, public spaces and areas of pedestrian priority (including between the Blue Carpet and Hood Street)
 - Retention of the many Listed Buildings and removal of derelict buildings, some high walkways and Commercial Union House
 - Opportunities for new landmark buildings (including East Pilgrim Street south, and near Durant Road) and the need to create active frontages
 - Historic line of Town Wall to be reinstated
 - Blakett Street - restriction of vehicles in the medium term and removal of buses in the longer term, as part of a bus loop approach
 - Improved connections east with the city centre

5. The Science Central area is identified as a key site in the CSUCP through policies CS2, UC1 and C2. It is allocated for science and research-led mixed-use development including research and development and offices (B1), residential (C3), student accommodation (C4) and non-residential institutions (D1) (as principal uses).
6. The site is situated west of St James Boulevard and Gallowgate, north of Westgate Road, east of Buckingham Street and south of Pitt Street (see annex 3). Development for this site is also guided by the Science Central Masterplan (adopted in April 2012), which set initial parameters for future applications, including setting out plots for development. Pedestrian and cycling links will be prioritised to facilitate an attractive and better connected Urban Core (policies UC5 and UC6). Development on the site will improve the gateways to the urban core at Westmoreland Road, Westgate Road and Barrack Road as established through policy UC11. Public open spaces are provided to enhance the character and distinctiveness of the site (policy UC16).
7. The [development framework](#) identifies several principles to guide development on the site relating to listed buildings and conservation areas, access, movement, placemaking and vistas:
 - the creation of a new urban quarter for leading scientific and technology businesses and institutions including Newcastle University
 - Opportunities to enhance the sustainability of the area, including the continuation of Strategic Cycle Route 1 from Elswick Road through the site
 - focus on pedestrian and cycle movement around the site
 - improvements to the urban realm and creation of distinctive public spaces such as Knowledge Square and Science Square
 - wayfinding will be enhanced through provision of signage and maps, integration with Newcastle's existing public signage
 - developments will be expected to encourage varied uses of the public spaces provided
8. The deadline for consultation responses relating to the East Pilgrim Street Development Framework was 8th September 2016. The consultation for the Science Central Development Framework was launched on 12th September, and runs until 14th October. Comments from Gateshead Council on both documents will be forwarded to Newcastle City Council subject to Cabinet approval in October 2016 (see annex 4).

Implications of Recommended Option

9. Resources:

- a) Financial Implications** – No financial implications directly arise from this report
- b) Human Resources Implications** – No human resources implications.
- c) Property Implications** - No property implications.

10. Risk Management Implication - No risks associated with the consultation.

11. Equality and Diversity Implications – No equality and diversity implications

12. Crime and Disorder Implications – No crime implications.

13. Health Implications – No health implications.

14. Sustainability Implications – the sites are allocations in the Core Strategy and Urban Core Plan, which was subject to a sustainability appraisal.

15. Human Rights Implications - No human rights implications.

16. Area and Ward Implications – No area or ward implications.

Annex 2 – East Pilgrim Street

Policy NC2 - Core Strategy and Urban Core Plan (March 2015)











-  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

Figure 16.3 East Pilgrim Street Key Site

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Annex 3 – Science Central West

Policy C2 – Core Strategy and Urban Core Plan (March 2015)



 Existing Building	Character Areas
 Potential Development Plot	① Knowledge Area
 Listed Building	② Live Work Area
 Potential Pedestrian Route	③ Home Zone
 Potential Public Open Space	④ Local Facility Area

Figure 16.4 Science Central Key Site

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Annex 4

Draft East Pilgrim Street Development Framework - Gateshead Council Comments

The East Pilgrim Street area is of keen interest to the Council as it provides key links in both the bus and cycle network. The area acts as both a terminus and through route for a number of bus services that carry significant numbers of passengers between Gateshead and Newcastle. The area is also crossed by NCN725 which provides a key north south link between Gateshead and Newcastle and onwards to the wider cycle network north of the Tyne.

With that in mind, the Council would like to raise the following points in relation to the draft East Pilgrim Street Development Framework:

- Both the North and South frameworks restate policies NC2 and UC7 from the CSUCP, both of which refer to the provision of new bus facilities in the area. NC2, in particular, is quite detailed in setting out what is expected. However, the policy requirements do not appear to transfer through to the rest of the document in terms of the site specific guidance or preferred options.
- Neither of the 'Site Constraints and Opportunities' sections in either document refer to the significant number of bus movements through the area – the area caters for both north-south and east-west cross-city movements and acts as a terminus/return route for many services from Gateshead.
- The 'Transport Phasing' diagram and descriptions give little detail of the nature of the works involved in any of the phases and consequently it is impossible to judge the potential benefits and disbenefits of the overall package.

However, as was highlighted throughout the development of the CSUCP, there is a need to maintain a routing for buses to/from Gateshead bearing in mind current (and likely future) cross-river routings. The use of Tyne Bridge for northbound journeys and High Level Bridge for southbound journeys makes the East Pilgrim Street area key for services from Gateshead.

We would stress that there must be capacity (both in terms of road space and stop infrastructure) for westbound journeys on the Market Street and Grainger Street sections of the bus loop. We would also seek to clarify access arrangements to the loop from Tyne Bridge – i.e. via Pilgrim Street, via the eastern end of Market Street or via Durant Road and the southern section of John Dobson Street.

- There appears to be inconsistencies between the 'Strategic Urban Design Diagram' and how these principles are translated into the various sections of site specific guidance –for example, the bus/cycle improvements for Market Street don't appear in the site specific guidance for each adjacent

development area and are sometimes described as 'potential' but sometimes not.

- In relation to East Pilgrim Street North, and in the context of proposed retail development, the frameworks could have made reference as to how this area will form part of and contribute to the existing Primary Shopping Area in terms of proposed uses and frontages. The Planning Submission Requirements section should include reference to the need for an application to include a retail impact assessment to consider impacts on the existing Primary Shopping Area (in accordance with CSUCP Policy UC2).

Draft Science Central Development Framework - Gateshead Council Comments

Gateshead Council has no comments on the draft Science Central Development Framework.