

TITLE OF REPORT: Gateshead Quays Development Framework

REPORT OF: Peter Udall, Acting Strategic Director Economy, Innovation and Growth

Purpose of the report

1. The purpose of the report is for Cabinet to recommend to Council that it notes the Gateshead Quays Development Framework Consultation Feedback Report, approves the Gateshead Quays Development Framework and delegates any minor modifications as a result of consultation on the Feedback Report and amended Framework to the Strategic Director, Economy, Innovation and Growth, following consultation with the Cabinet member for Transport and Environment, and publish the final Framework.

Background

2. Gateshead Council adopted the Core Strategy and Urban Core Plan (CSUCP) in March 2015. The 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, the wider Gateshead Quays (Policy QB2). Policy CS2, requires that all sites within the wider Gateshead Quays are brought forward in accordance with an approved development framework or masterplan to ensure a comprehensive and coordinated approach.
3. This Development Framework therefore sets out a comprehensive and coordinated approach to the development of the wider Gateshead Quays and infrastructure provision in accordance with policy. It has been led in partnership by Gateshead Council and, Ask and Patrizia the appointed developers for Gateshead Quays. There have been specialist inputs from Gateshead Council and the Gateshead Quays design team consisting of; Lichfields, masterplanners Planit-IE, architects HoK, transport consultants Vectos and environmental consultants Arup.
4. The Framework is prepared for the entirety of the wider Gateshead Quays 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 the Sage Gateshead and BALTIC Centre for Contemporary Art. This Framework considers the possibility of accommodating large, 'landmark' buildings within this site as well as ensuring the architectural detailing is of a high quality to complement that of the Sage Gateshead and BALTIC.
5. The Framework corresponds with the timeframe of the CSUCP. As such, this document provides realistic considerations for development up to 2030 within the wider Gateshead Quays development framework area.

6. The development Framework sets out the purpose of the document; introducing the area; the existing context; the development opportunities - identifying three main development Plots, A the arena and conference centre, B land between the Baltic and the Tyne Bridge and C Hillgate Quay. The Framework then sets out a strategy and plan, the environmental considerations that will need to be considered bringing this site forward, development delivery including infrastructure provision.
7. In accordance with the adopted Statement of Community Involvement (SCI), consultation on the development Framework followed the procedures set out in Sections 12-22 of Town and Country Planning (Local Planning) (England) Regulations 2012. Consultation commenced on the 9 September concluding on the 8 October
8. Consultation was undertaken through:
 - A members' seminar 18 September
 - Letters/E Mails being sent to statutory consultees and key organisations on the Local Plan consultation database
 - Publishing an article in Council News September
 - Consultation material being made available for inspection during normal officer hours
 - Gateshead Civic Centre
 - Gateshead Central Library
 - Publishing material on the Council website
 - Publishing on the Council Consultation Portal including a questionnaire
 - Individual letters delivered to addresses on Newcastle side of the river that look onto the Gateshead Quays site
 - Hosting a traditional drop in event at St Mary Centre
 - Hosting a virtual drop in event
 - Sending out notification of the consultation through 'Gateshead Now'
 - Notification in 'Team Brief' and 'Council News' and the Intranet
 - Social Media
 - Press release
 - Meetings and correspondence with individuals and organisations to fulfil our Duty to Cooperate
9. In total 468 respondents commented from 1106 consultees
10. The main material issues raised by the consultees were:
 - Buses do not use South Shore Road.
 - The Town Centre, especially the southern part of High Street must also be a priority and not left any longer.
 - Transport related – cycling, public transport, the road network, car parking, etc.
 - Baltic Quay Apartments not sufficiently referenced within the document.
 - Ecology and biodiversity underplayed within the document.
 - Ensure South Shore Road remains available for events.
 - HMS Calliope's heli' pad and car park shown as a development plot.
 - Development Framework Opportunities...middle section of text, first bullet point should include 'public transport'.

11. Before the Council can adopt the Framework, it must prepare a Consultation Feedback Report as set out in Appendix 4. This sets how Gateshead Council consulted, a summary of the main issues raised, and how these have been addressed in the Framework. Copies of the Feedback report and the amended Development Framework as set out in Appendices 2 and 4 will be made available for inspection, at the Civic Centre and published on the web site for over 30 days from the 25 November – 3 January). Further minor modifications can be made to take into account any further representations made at this stage. As soon as reasonably practicable after the Framework is adopted, the Council must make available the Framework and an Adoption Statement and send a copy of the adoption statement to any person who has asked to be notified of the adoption of the document

The Proposal

12. Cabinet to recommend to Council that it notes the Gateshead Quays Development Framework Consultation Feedback Report, approves the Gateshead Quays Development Framework and delegates any minor modifications as a result of the consultation on the Feedback Report and amended Framework to the Strategic Director, Economy, Innovation and Growth, following consultation with the Cabinet member for Transport and Environment, and after a further round of consultation.

Recommendations

13. It is proposed that Cabinet recommends Council to:

- i. Note the Gateshead Quays Development Framework Consultation Feedback Report in Appendix 4 that sets out who the Council consulted, the main issues raised, and how these have been addressed in the Framework.
- ii. Make available the consultation Feedback Report along with the amended Development Framework for over 30 days on the Council's website, in the Civic Centre reception.
- iii. Approve the Gateshead Quays Development Framework in Appendix 2, subject to any minor modifications arising from the consultation on the Feedback Report and amended Framework
- iv. Delegate authority to the Strategic Director, Economy, Innovation and Growth, following consultation with the Cabinet member for Transport and Environment, to make any minor changes necessary to the Gateshead Quays Development Framework in light of any further representations received during the consultation.
- v. Delegate authority to the Strategic Director, Economy, Innovation and Growth, following consultation with the Cabinet member for Transport and Environment, to approve the Adoption Statement and publish the final Gateshead Quays Development Framework

For the following reasons:

- i. To ensure a comprehensive and coordinated approach to site development and infrastructure provision to facilitate and accommodate the growth proposed in the CSUCP
- ii. To meet statutory obligations and ensure full public engagement and afford weight to the Framework as a material planning consideration.

Policy Context

1. The Gateshead Quays development is consistent with the overall vision for Gateshead as set out in Making Gateshead a Place Where Everyone Thrives. The Core Strategy and Urban Core Plan for Gateshead and Newcastle (CSUCP) was adopted on 25 March 2015 and forms part of the Gateshead Local Plan. This Framework is supplementary to the CSUCP and the saved policies within the Unitary Development Plan.
2. The CSUCP Plan is a strategic planning framework that will guide development in Gateshead to 2030. It is the first part of the council Local Plan, containing an overall vision and spatial strategy to deliver economic prosperity and create lifetime neighbourhoods. CSUCP covers the whole of the area within the administrative boundaries of Gateshead and includes strategic policies and specific policies for the Urban Core, Sub-Areas and sites

Next Steps

3. The Framework, if approved, would be a material consideration for all planning applications within this development framework boundary used alongside the Gateshead Local Plan to inform decision making on planning applications.

Consultation

4. Consultations have taken place with the Leader and Deputy Leader and the Cabinet members for Transport and Environment.
5. In accordance with our adopted Statement of Community Involvement (SCI), consultation on the development Framework followed the procedures set out in Sections 12-22 of Town and Country Planning (Local Planning) (England) Regulations 2012. Consultation commenced on the 9 September concluding on the 8 October. The Consultation Feedback Report can be seen in Appendix 4.

Alternative Options

6. The alternative is not to have a development Framework. But this has been discounted as it would be contrary to Policy CS2 of the CSUCP and without a robust Framework there is a risk that development could be brought forward in an uncoordinated way without the appropriate infrastructure.

Implications of Recommended Options

6. Resources:

- a) **Financial Implications** - The Strategic Director, Resources and Digital confirms that there are no direct financial implications arising from this report. The Framework will assist in ensuring that the strategic infrastructure necessary to support development is delivered.

b) **Human Resources Implications** – There are no human resource implications arising from this report.

c) **Property Implications** - There are no direct property implications arising from this report. However, the implementation of the Framework will have an impact on some Council owned sites within the Framework boundary when they are being brought forward for development

7. **Risk Management Implication** – There is a risk that without a robust Framework that meets legal requirements, necessary strategic infrastructure will not be delivered in a timely manner
8. **Equality and Diversity Implications** – There are no equality and diversity implications arising from this report
9. **Crime and Disorder Implications** – There are no crime and disorder implications arising from this report.
10. **Health Implications** – There are no health implications arising from the report
11. **Sustainability Implications** – There are no sustainability implications arising from the report.
12. **Human Rights Implications** - There are no human rights implications arising from this report.
13. **Area and Ward Implications** – Bridges



REFERENCE
PL1779.1

PROJECT

GATESHEAD QUAYS

DOCUMENT

DEVELOPMENT FRAMEWORK

CLIENT
ASK PATRIZIA (GQ) LLP

STATUS
PLANNING

DATE
23/10/19

DOCUMENT CONTROL

FILE NAME

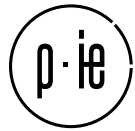
PL1779.1-03-ID-001-06-GATESHEAD QUAYS DEVELOPMENT FRAMEWORK

PREPARED BY (INITIALS)

CH ML

CHECKED BY (INITIALS)

ALC



PLANNING

LICHFIELDS

TRANSPORT

VECTOS

ENVIRONMENTAL

ARUP

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PURPOSE OF THE DOCUMENT

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.

1

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 defines 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

LOCATION PLAN OF GATESHEAD QUAYS FRAMEWORK - POLICY QB2



1.2 Introduction to the Framework Area

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.

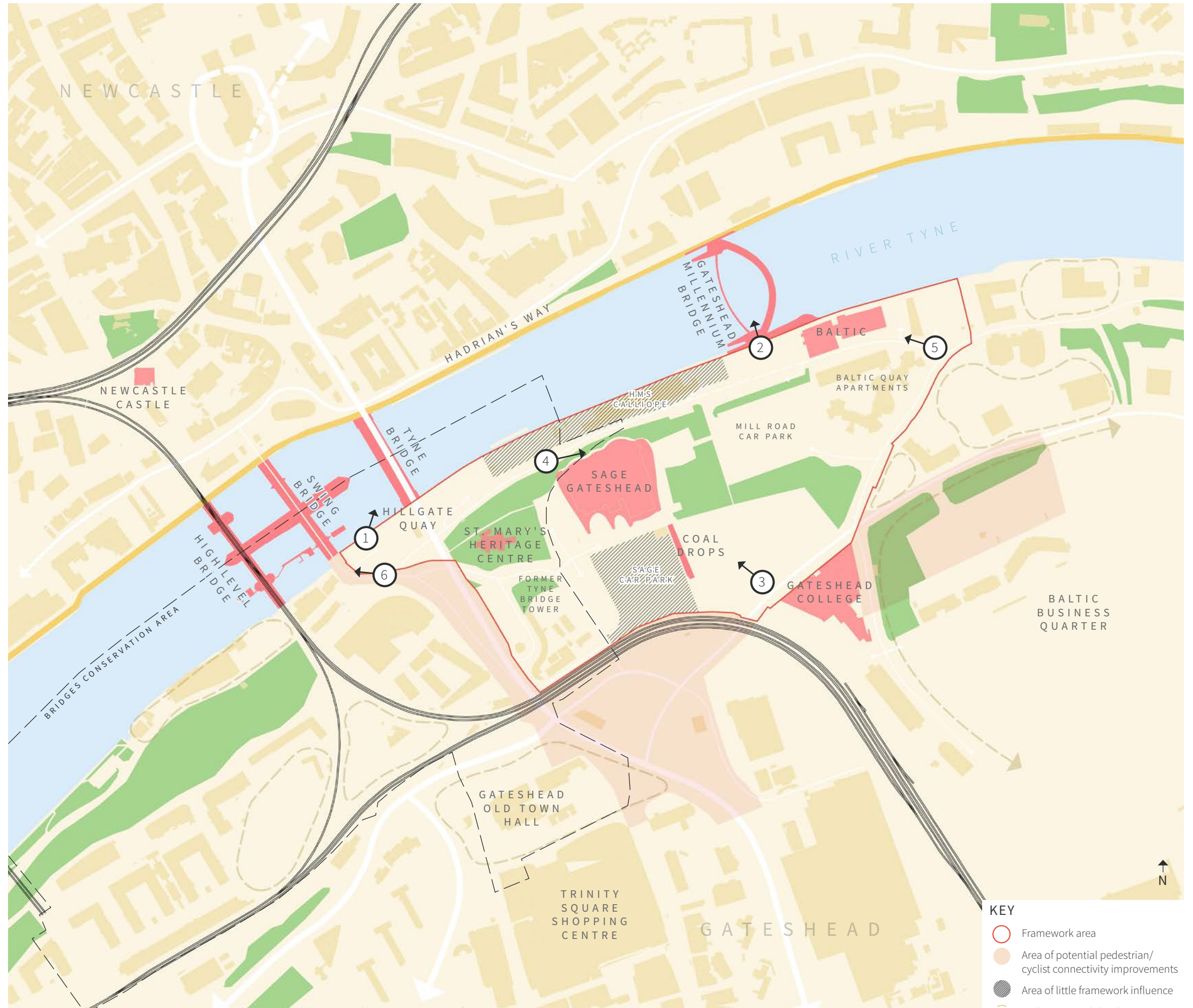
Following this reinvention of the area, further schemes have been delivered including:

- 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.



KEY POINTS OF INTEREST WITHIN AND IMMEDIATELY SURROUNDING GATESHEAD QUAYS

- KEY**
- Framework area
 - Area of potential pedestrian/cyclist connectivity improvements
 - Area of little framework influence
 - Wider potential development sites
 - Bridges Conservation Area

1 TYNE BRIDGE FROM HILLGATE QUAY



2 GATESHEAD MILLENNIUM BRIDGE



3 COAL DROPS ALONG MAIDENS WALK AS VIEWED FROM HAWKS ROAD



4 SAGE GATESHEAD FROM HILLGATE



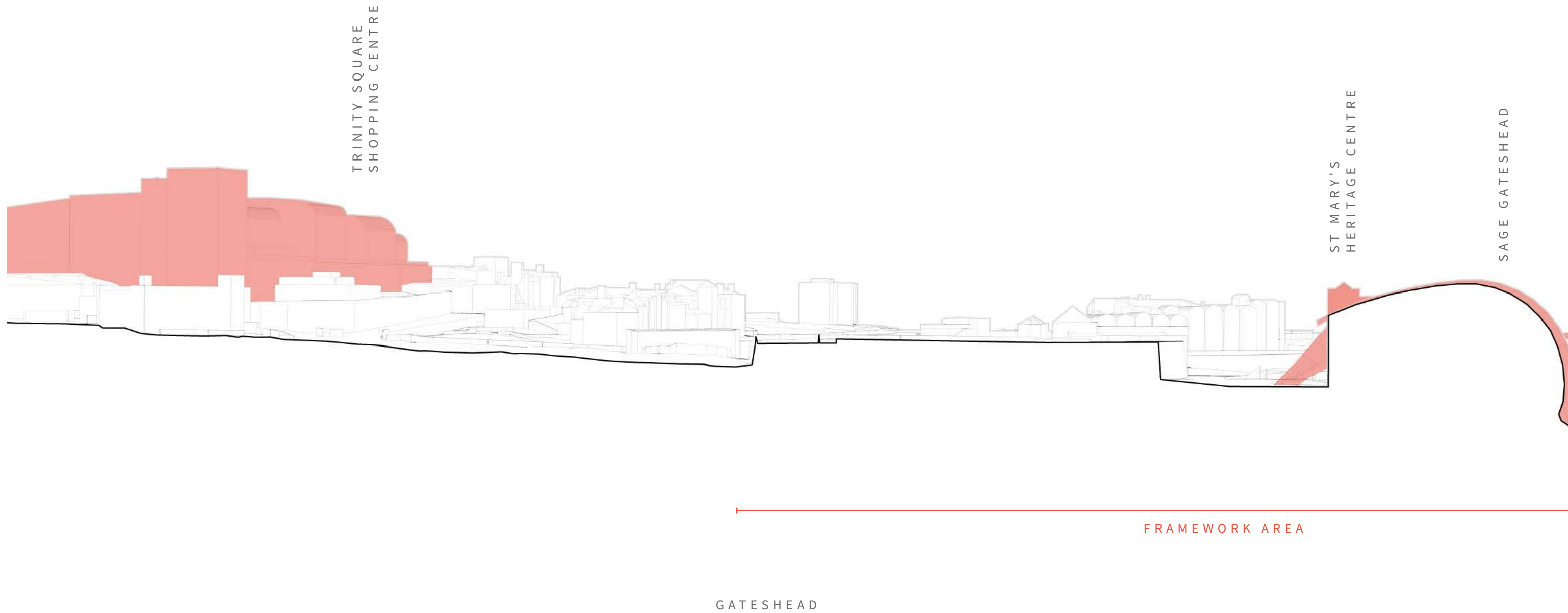
5 BALTIC FROM SOUTH SHORE ROAD



6 BRIDGE ST. FACING OVER HILLGATE QUAY TOWARDS SWING BRIDGE AND HIGH LEVEL BRIDGE



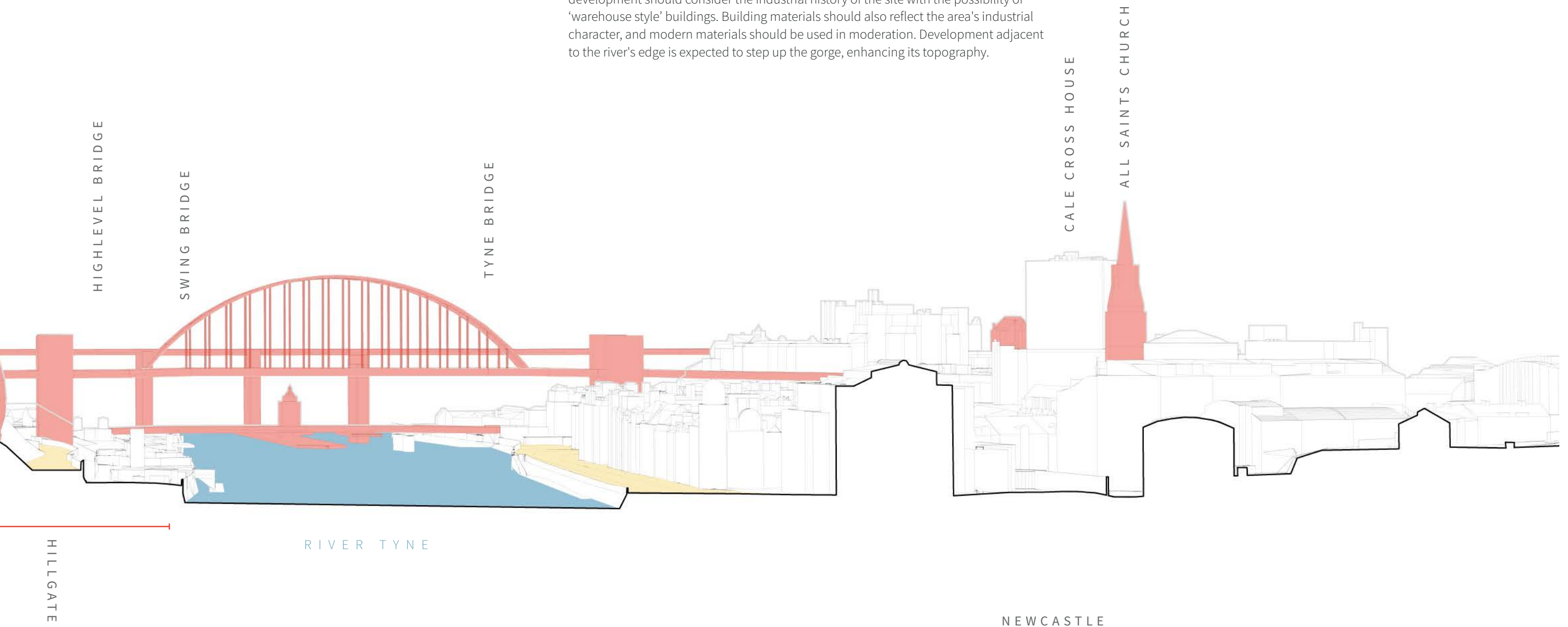
1.3 The Tyne Gorge



URBAN LANDSCAPE STUDY OF THE TYNE GORGE (2003)

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.



2

EXISTING CONTEXT ANALYSIS








2.1 Existing Context Analysis

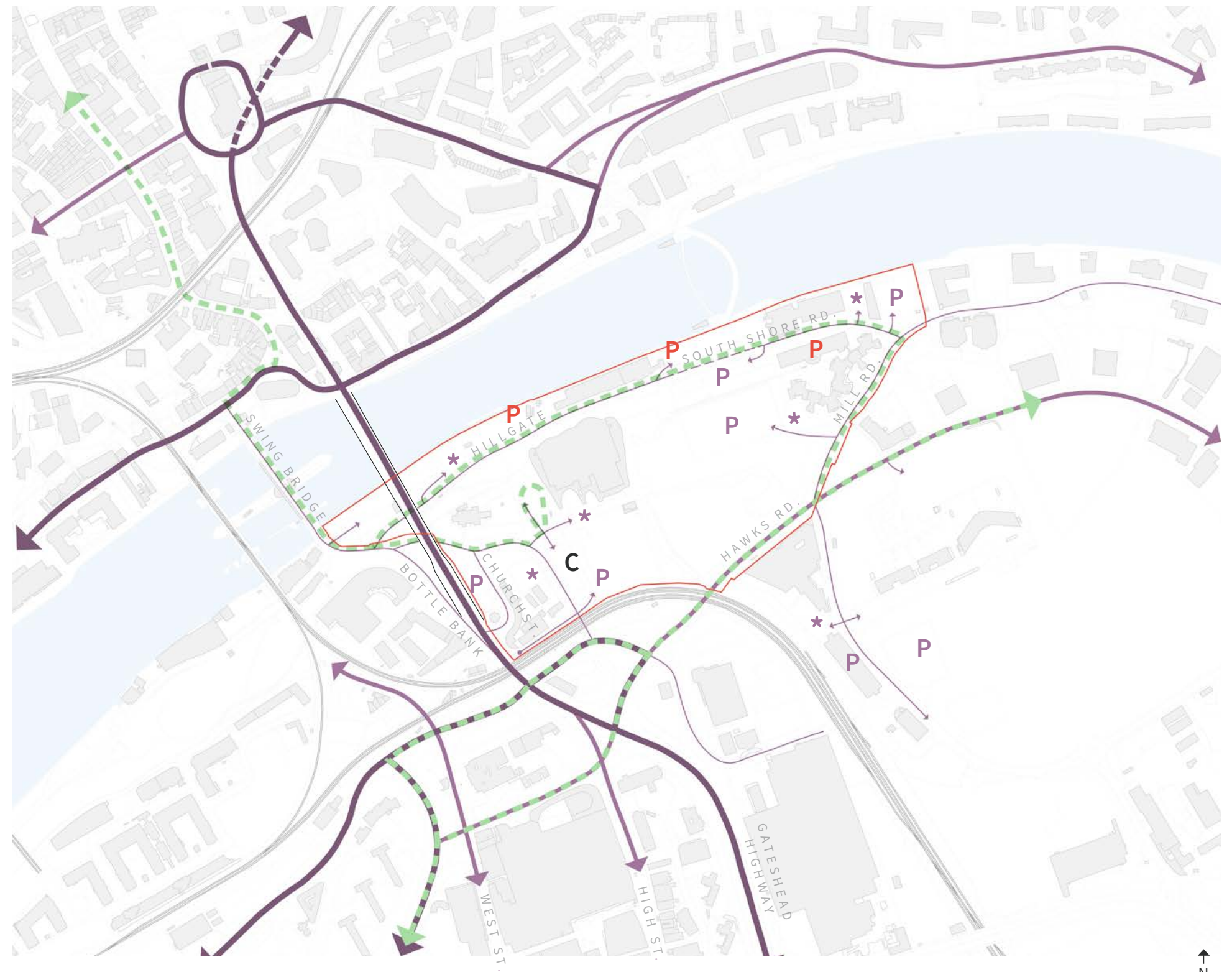
MOVEMENT NETWORK

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.

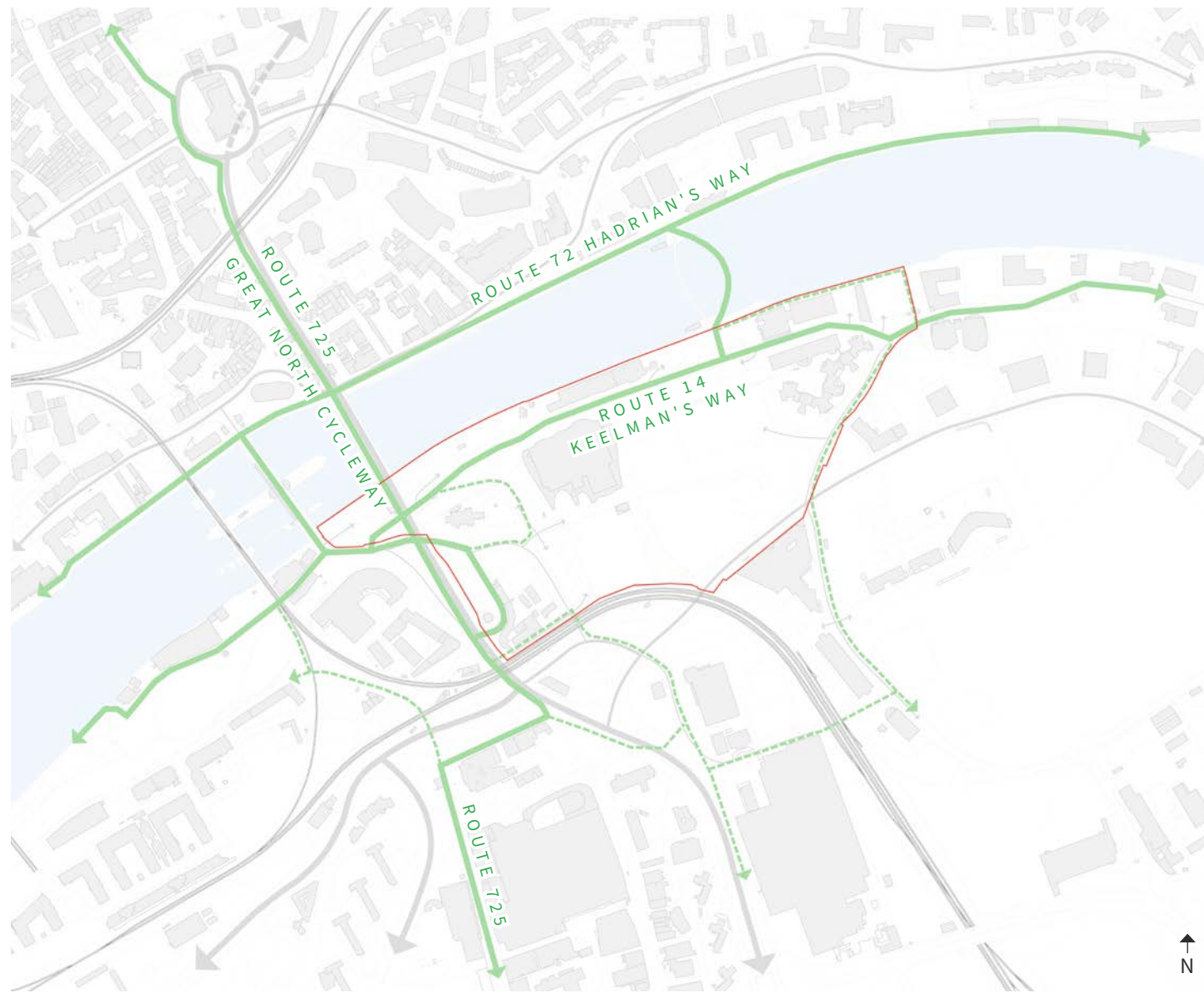
The framework area is also supported by existing public transport connections to both Gateshead and Newcastle. Gateshead Interchange Metro lies approximately 1 km from the centre of the area. Buses (Q1, Q2, 93 and 94 Bus routes) serve South Shore Road and Hawks Road within the framework area to connect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

KEY

-  Urban Core Distributor Route
-  Secondary street
-  Local access route
-  Bus Routes
-  Existing service area
-  Existing public car parking area
-  Existing private car parking area
-  Existing coach parking
-  Bridge structure



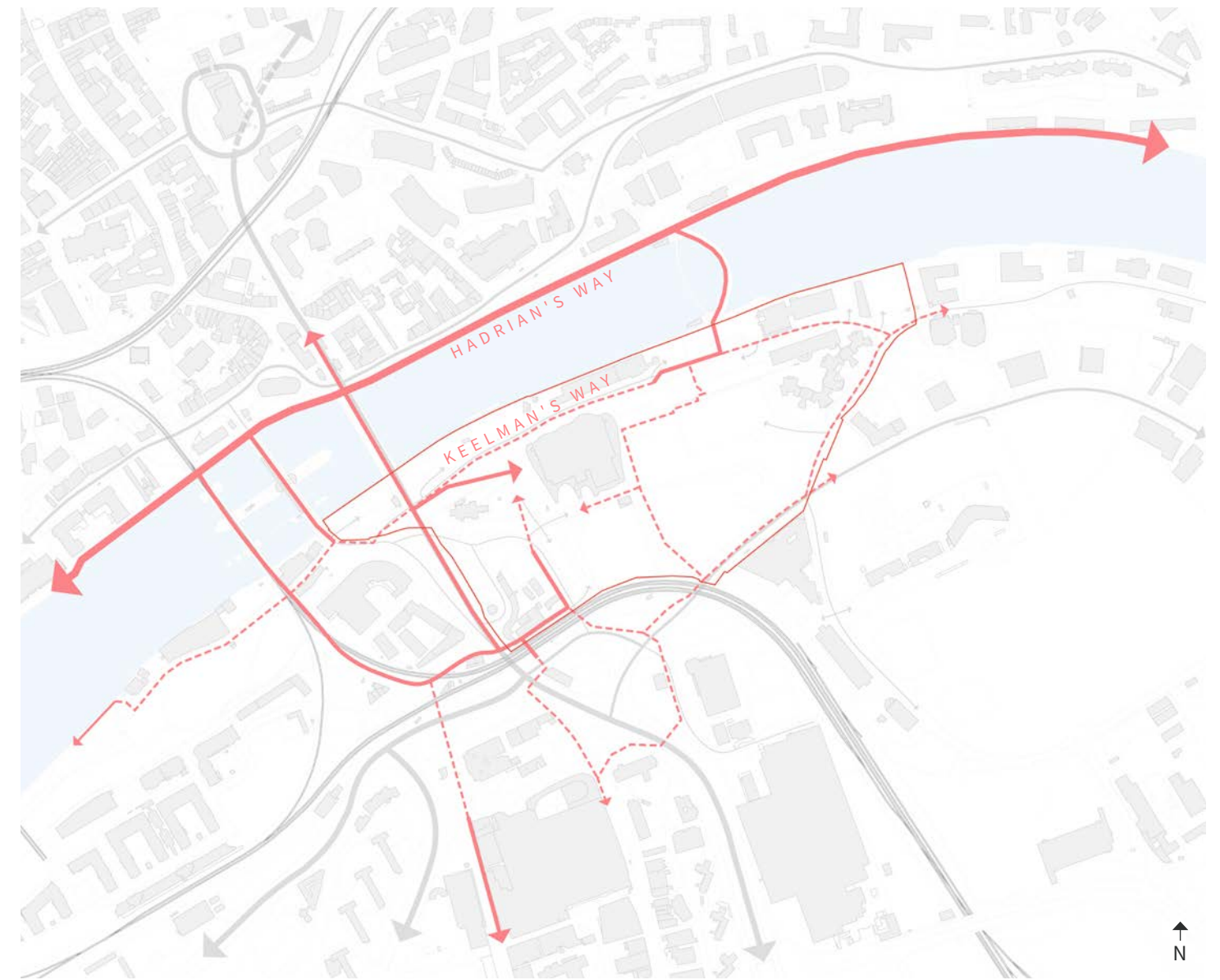
STREET HIERARCHY PLAN



CYCLE NETWORK PLAN

KEY

- National Cycle Network
- - - Local cycle route



PEDESTRIAN MOVEMENT NETWORK PLAN

KEY

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

2.2 Existing Context Analysis

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:

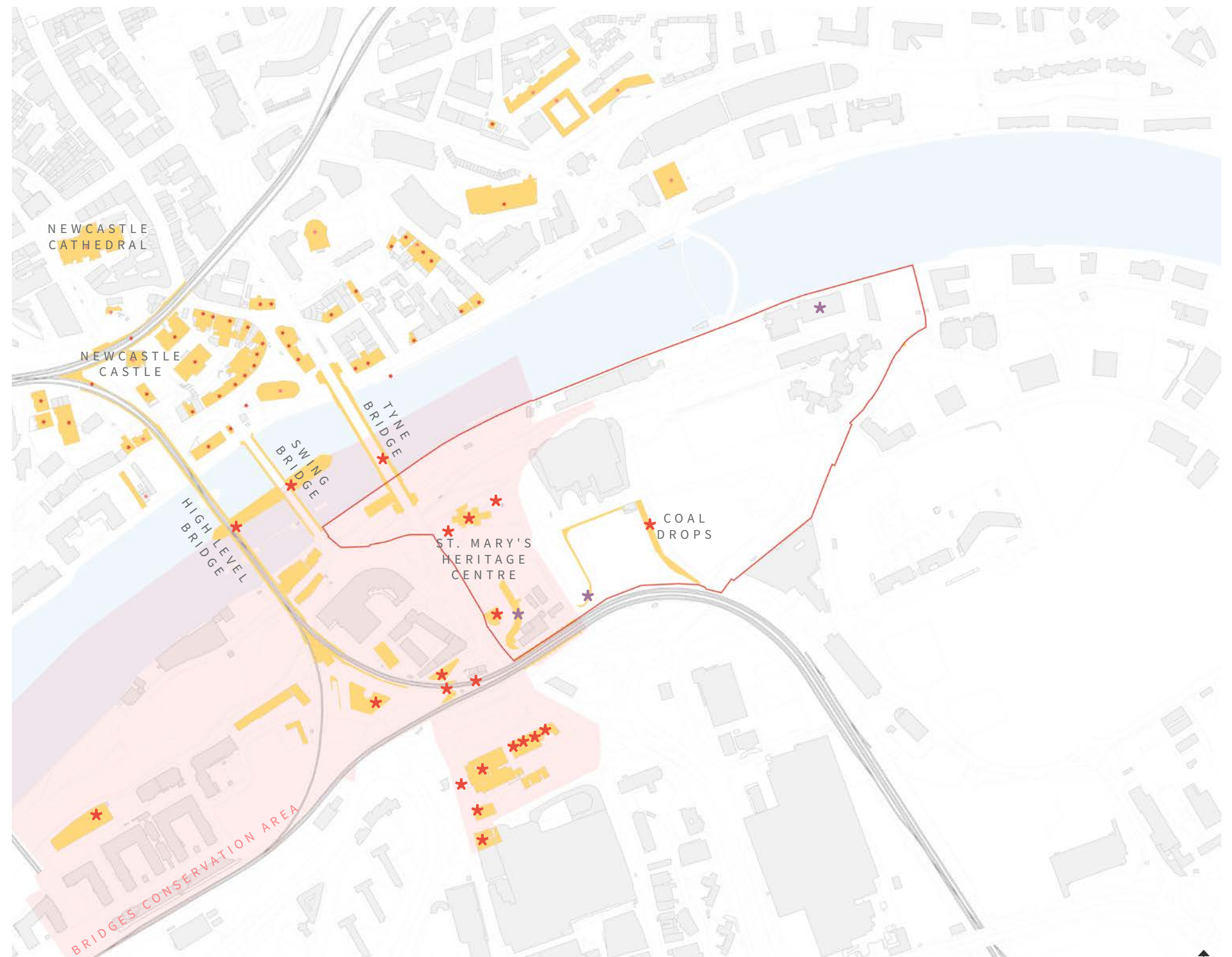
- High Level Bridge (Grade I);
- Swing Bridge (scheduled monument and Grade II*); and
- Various assets on the north bankside of the River Tyne.

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



HERITAGE ASSETS





HISTORIC GRAIN IN 1898

HISTORIC GRAIN

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.

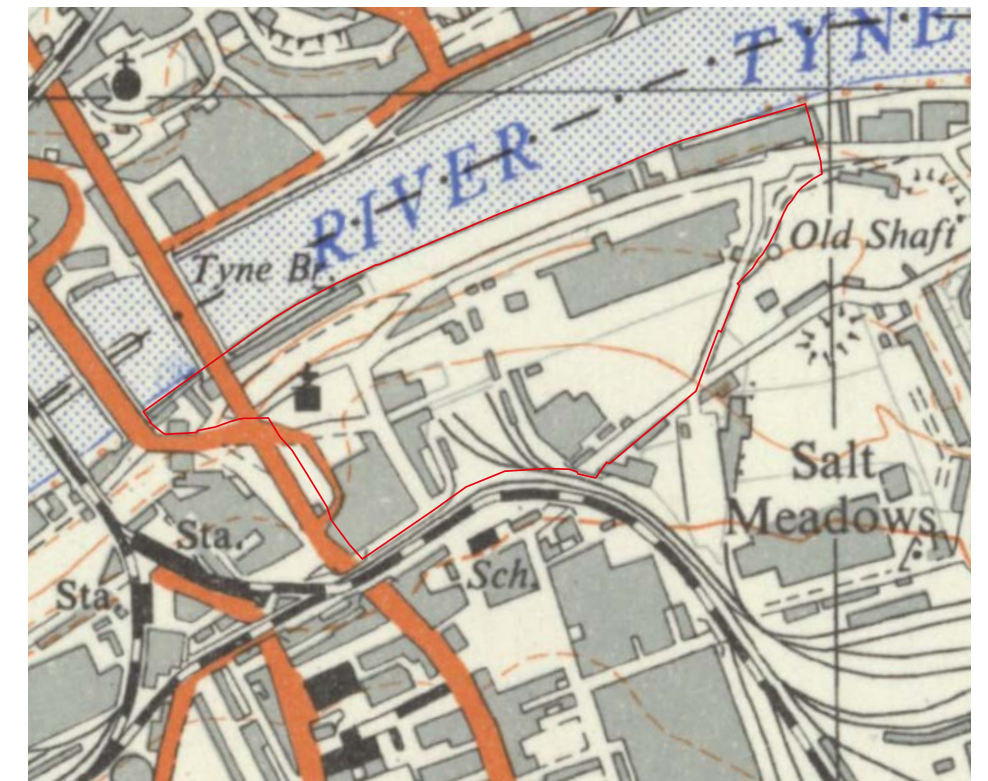


HISTORIC GRAIN IN 1919

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.



HISTORIC GRAIN IN 1951

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.

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.

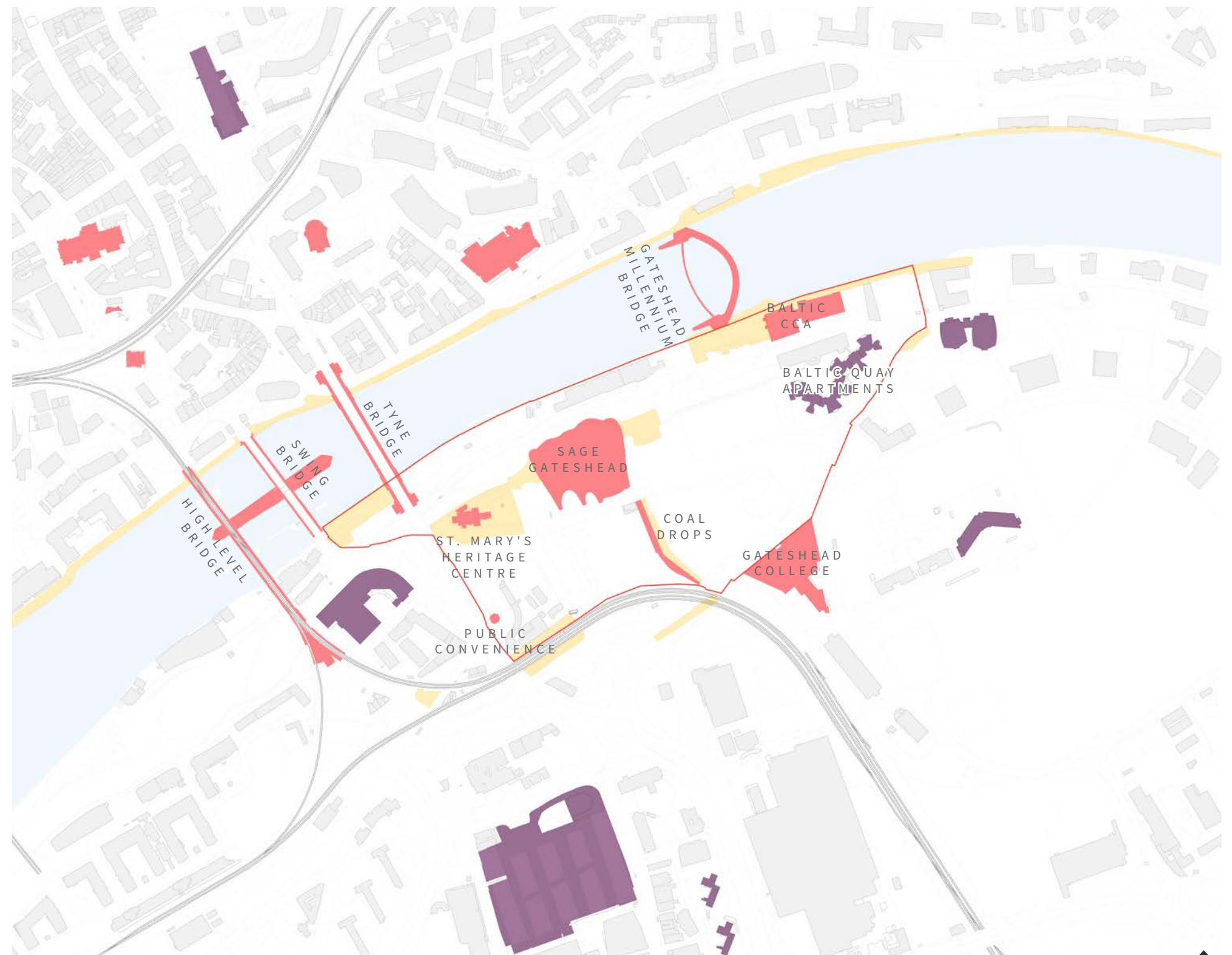
LAND USES

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.

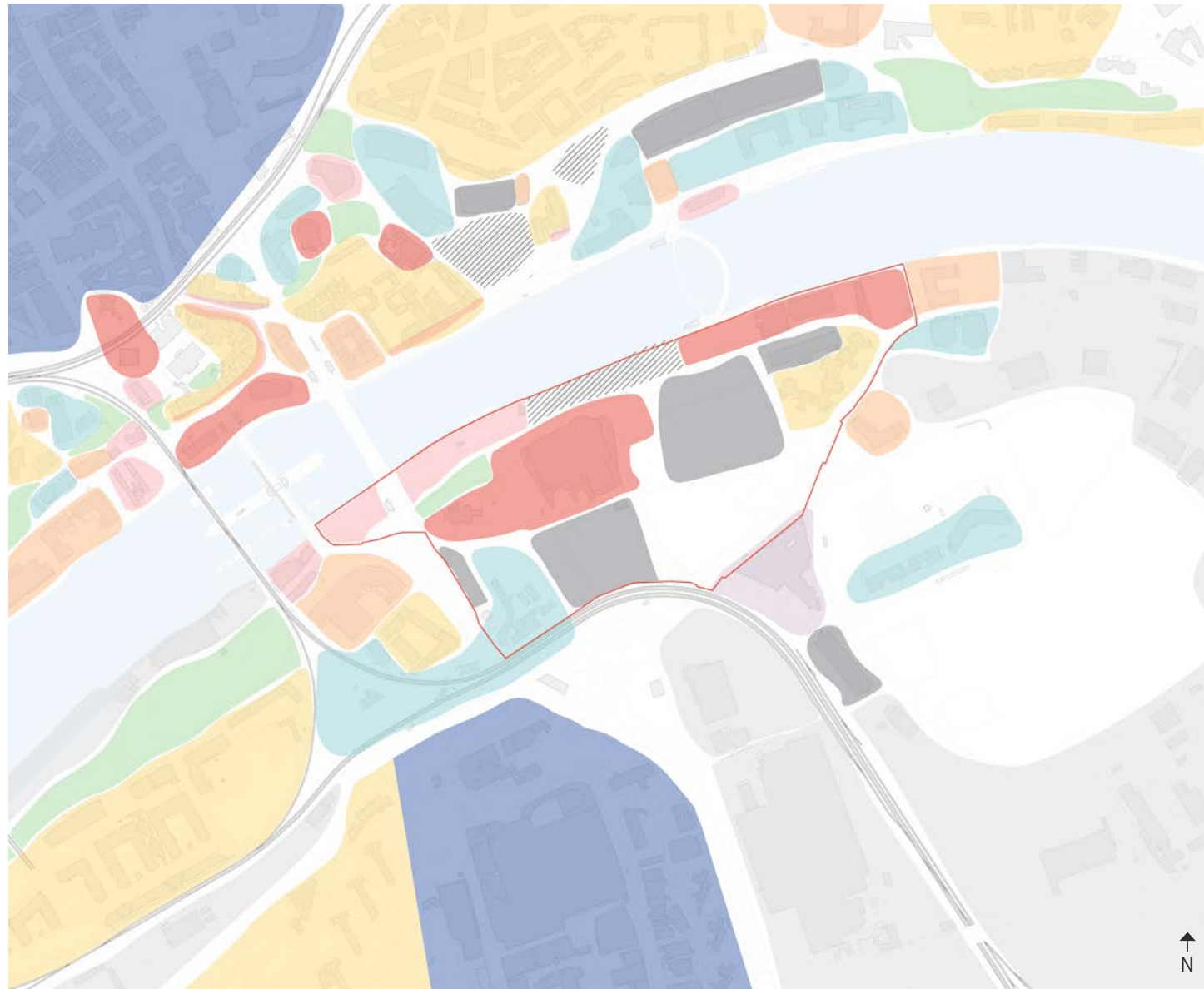


KEY

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

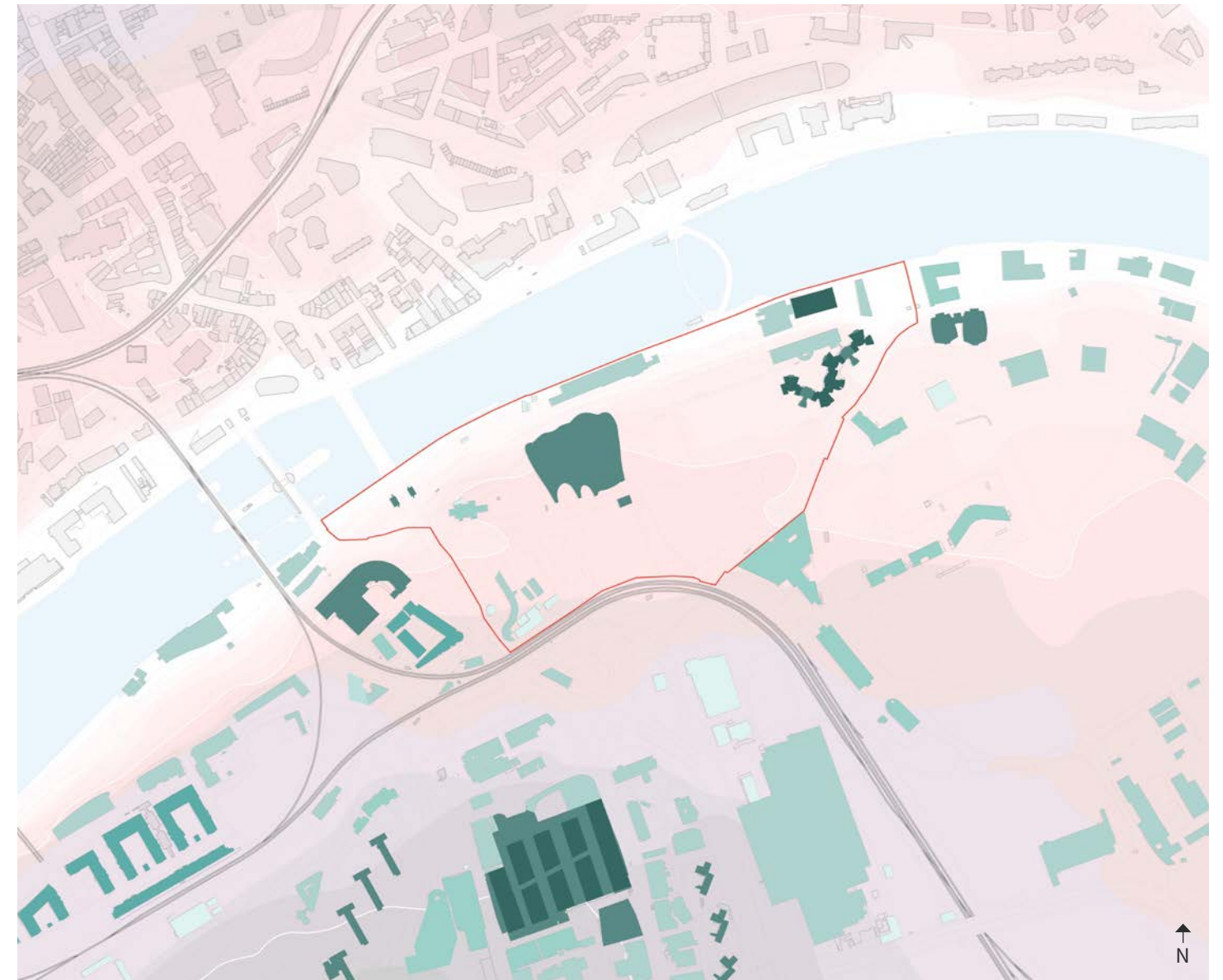
DISTINCTIVE LANDMARK BUILDINGS AND STRUCTURES





EXISTING LAND USES

- Cultural
- Green spaces
- Business
- Residential
- Hotel
- Food and beverage
- Town centre
- Education
- Car parking
- Light industrial/ big box
- Other



EXISTING BUILDING HEIGHTS

- 10+ storeys
- 8-10 storeys
- 6-7 storeys
- 4-5 storeys
- 2-3 storeys
- Single storey

2.4 Existing Context Analysis

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

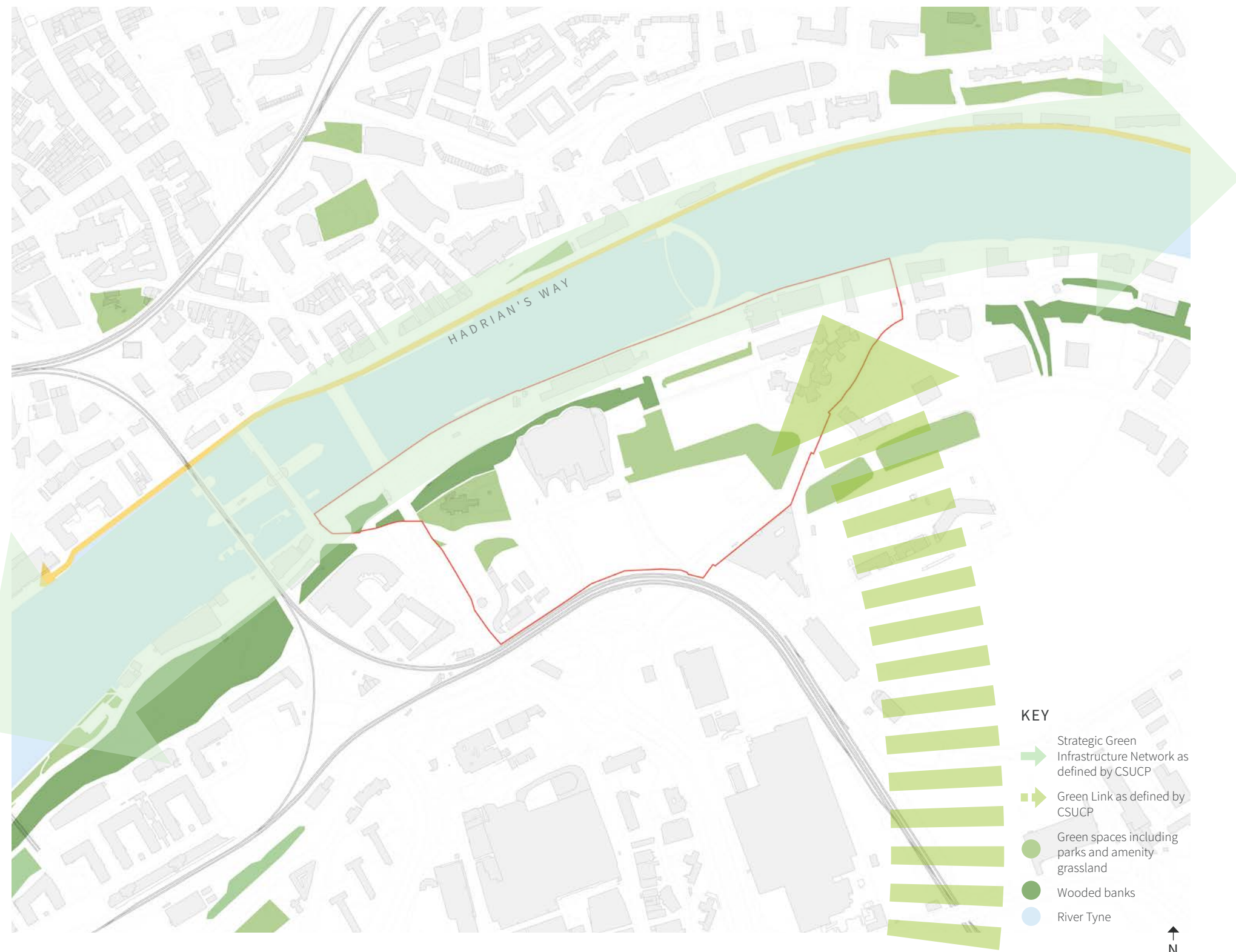
The steeply sloping roads descending in a northwesterly and northeasterly direction toward the Tyne are at risk of surface water flows during 1:30 and 1:100 rainfall events. The most at risk areas include the foot of Bottle Bank, Bridge Street, Mill Road and the car park east of BALTIC. The Hillgate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

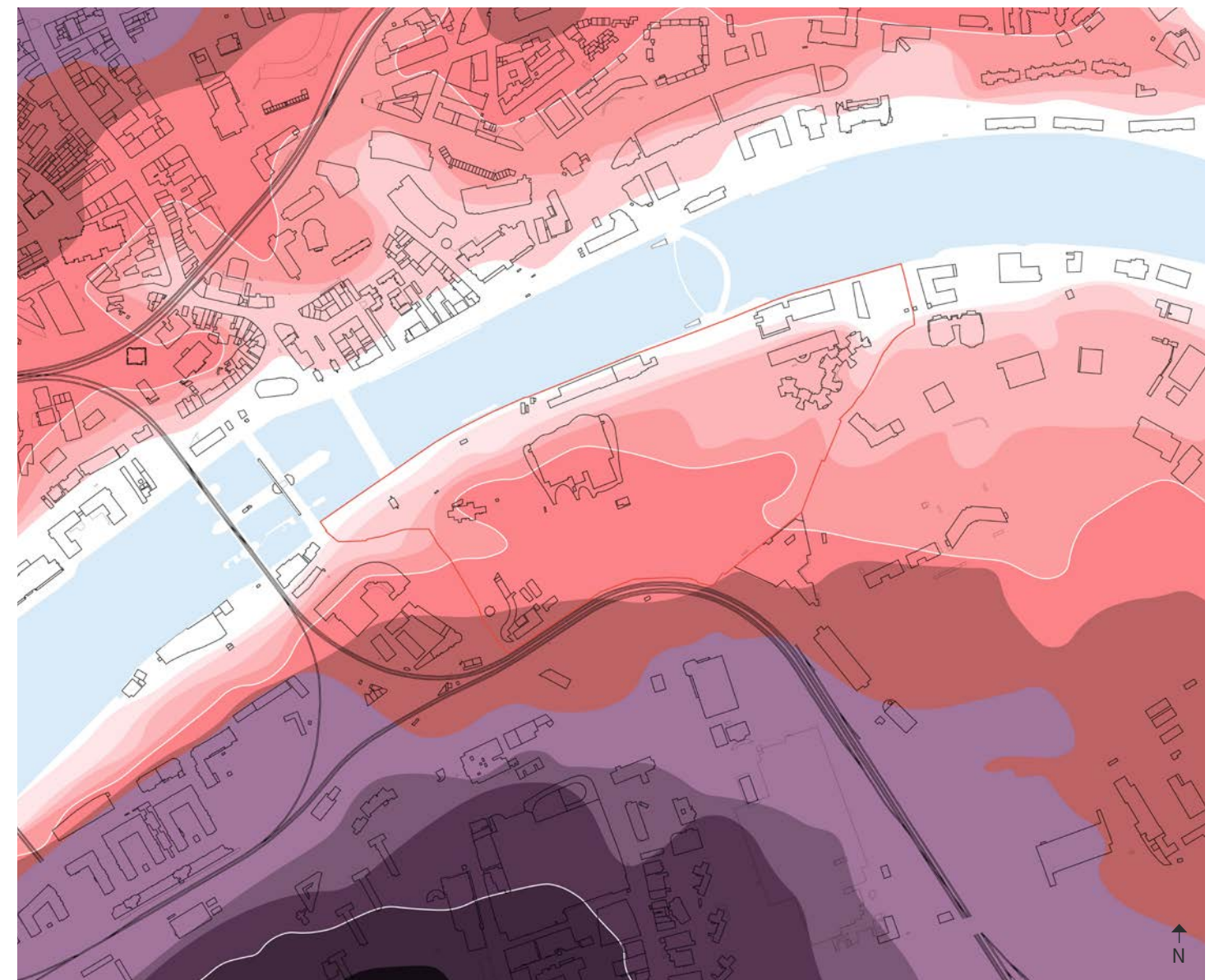


GREEN/ BLUE INFRASTRUCTURE NETWORK PLAN



SURFACE AND TIDAL WATER FLOODING

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Surface water flood risk | Tidal flood risk |
| <ul style="list-style-type: none"> ● 1 in 30 year event ● 1 in 100 year event ● 1 in 1000 year event | <ul style="list-style-type: none"> ● 1 in 200 year event with climate change to 2100 |



TOPOGRAPHY

- | | |
|-----------------------------------------------|----------------------------------------|
| ● 55m | ● 25m |
| ● 50m | ● 20m |
| ● 45m | ● 15m |
| ● 40m | ● 10m |
| ● 35m | ● 5m |
| ● 30m | |

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 its 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.

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.

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.

SEQUENTIAL VIEWS

A number of sequential views have also been explored which illustrate the arrival experience into the Framework Area from key routes from Gateshead Town Centre and Newcastle. These key view sequences are expected to be utilised to test the suitability and impact of emerging development proposals on the surrounding context throughout design development.



VIEW FROM HADRIAN'S WAY FACING SOUTH TOWARDS THE FRAMEWORK AREA



Sage Gateshead Approximate Viewshed*

*viewshed from specific marker only

- 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*

*viewshed shown from specific marker only

- 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*

*viewshed shown from specific marker only

- 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

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



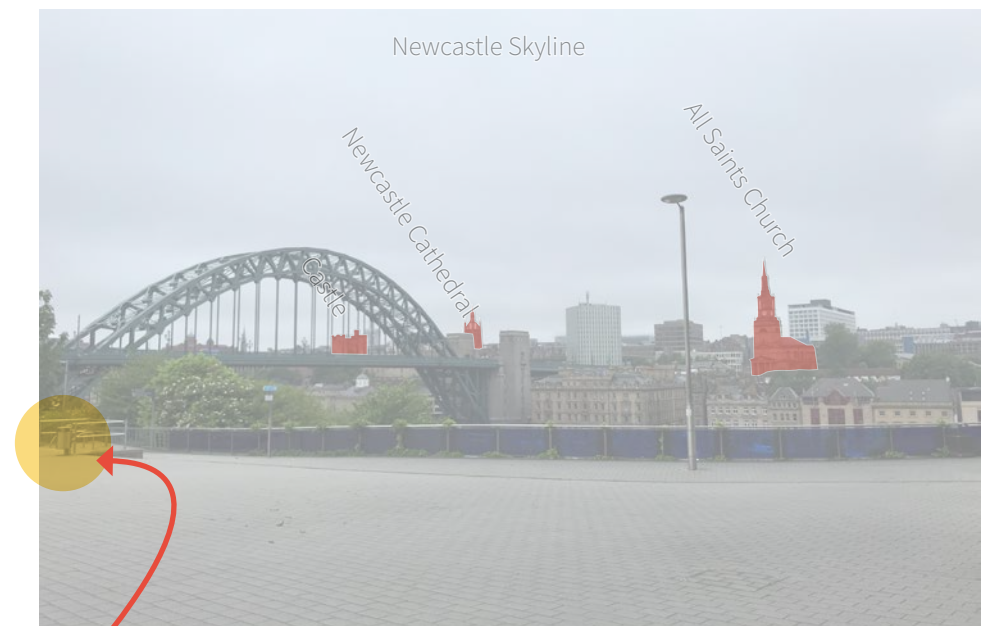
4 View along Oakwellgate facing north



5 View from Oakwellgate/ Cannon Street facing east



6 View from St. Mary's Square facing Newcastle

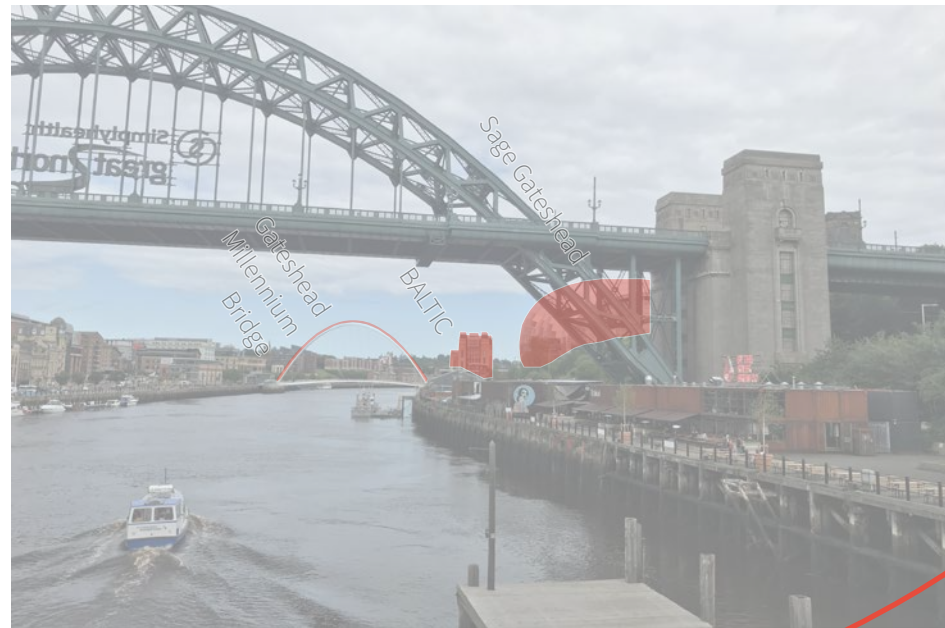


SEQUENTIAL VIEWS

SWING BRIDGE TO BALTIC



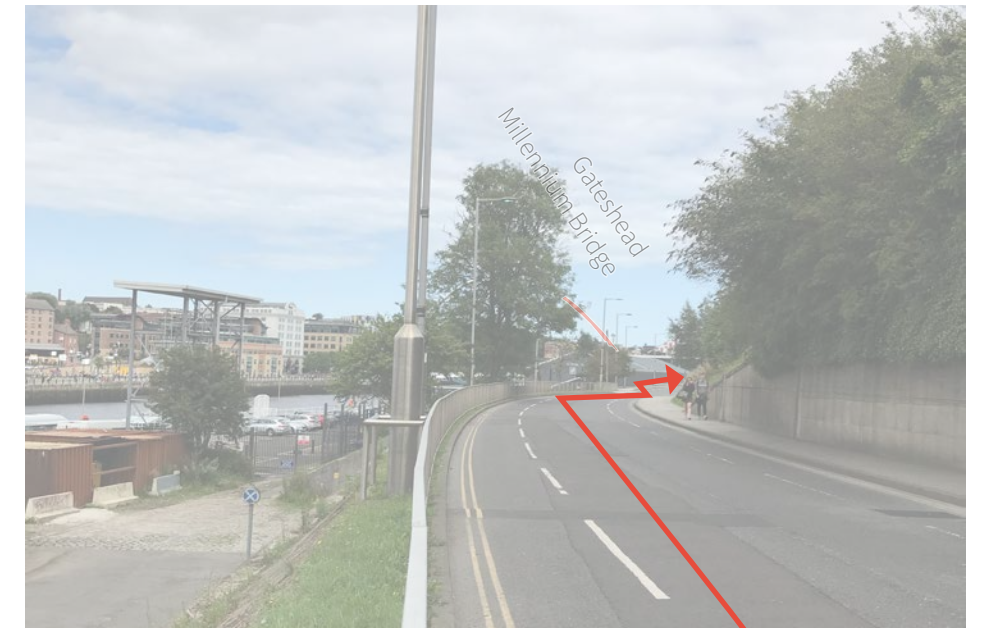
1 View from Swing Bridge facing across Hillgate Quay



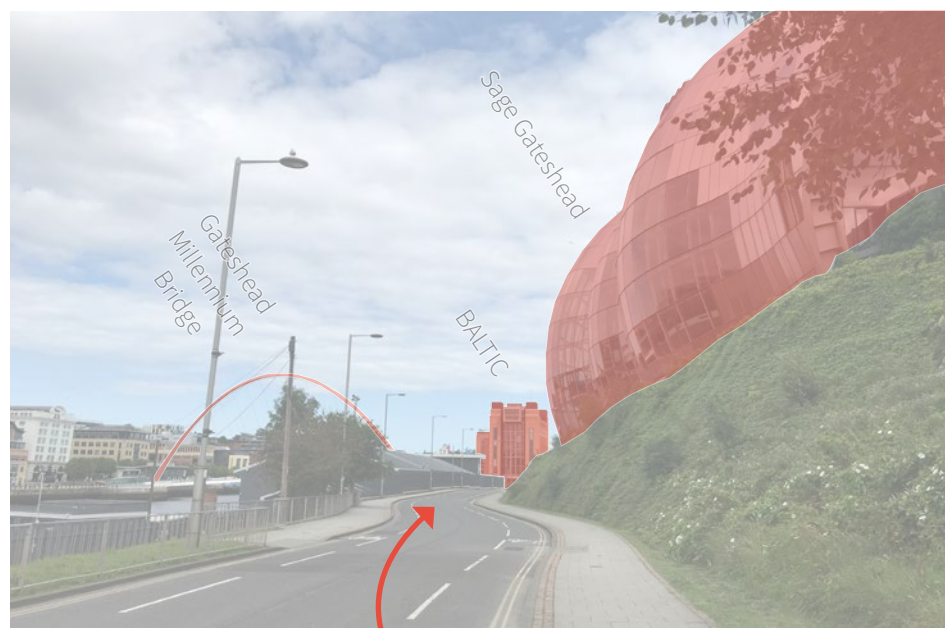
2 View from Brigde Street, left turn into Hillgate and Tyne bridge



3 View from Hillgate facing east



4 View from Hillgate facing east



5 View from South Shore Road towards BALTIC Square

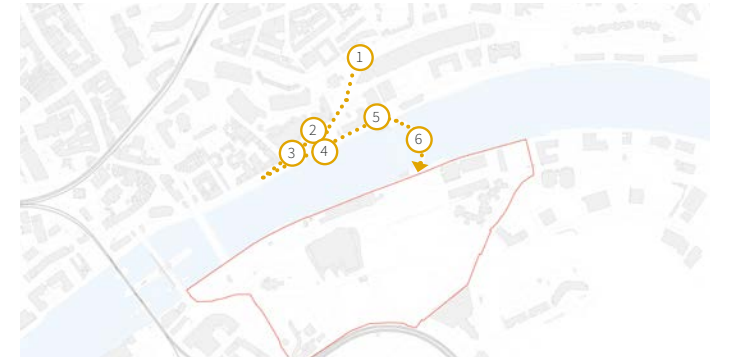


6 View across BALTIC Square



SEQUENTIAL VIEWS

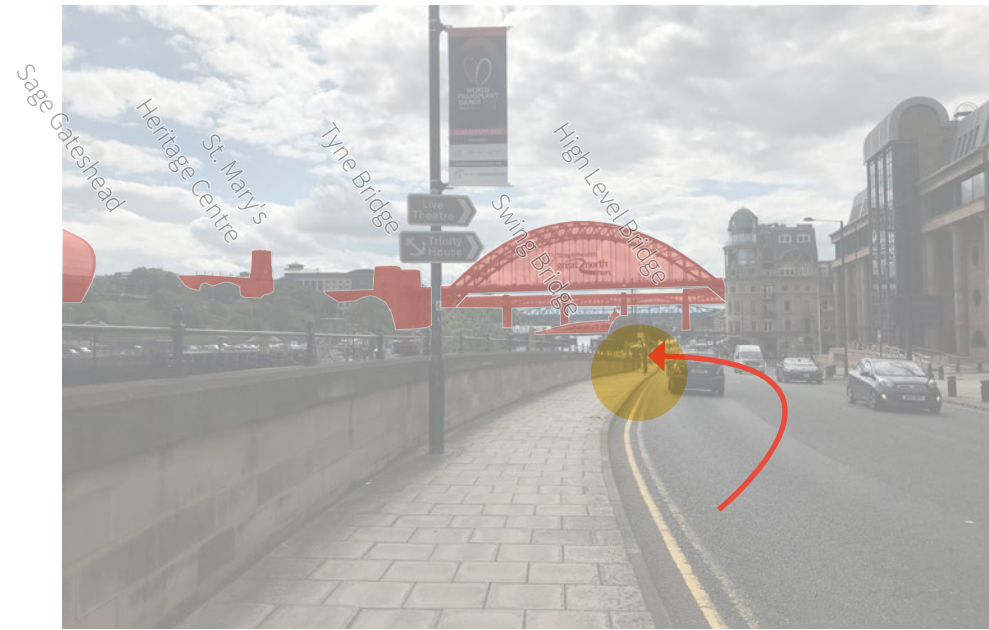
NEWCASTLE QUAYSIDE TO BALTIC



1 View from Sandgate/ Milk Market facing Quayside



2 View from Quayside facing Tyne Bridge



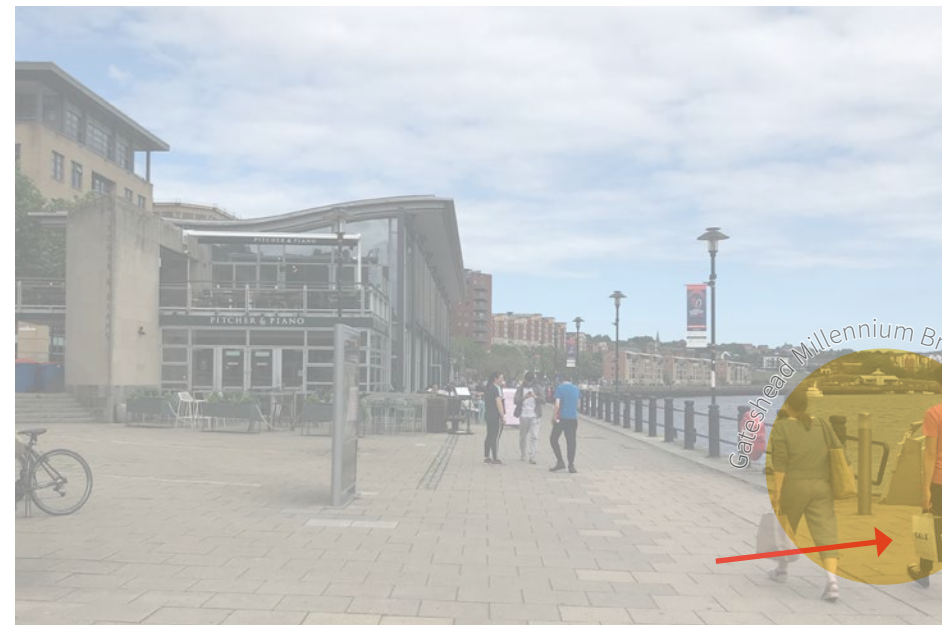
3 View from Quayside facing Gateshead Quays



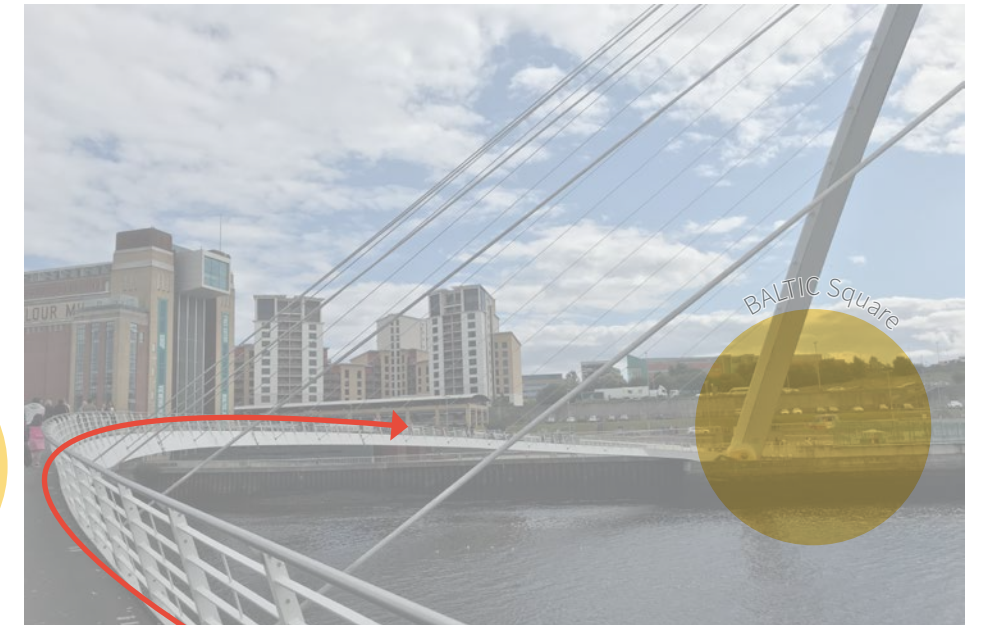
4 View from Hadrian's Way facing Gateshead Millennium Bridge



5 View from Hadrian's Way facing east

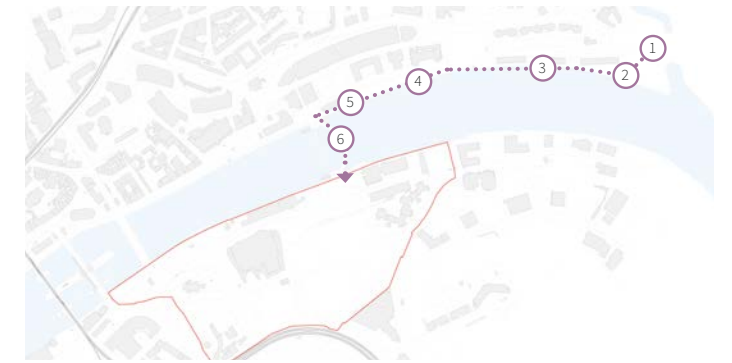


6 View from Gateshead Millennium Bridge facing BALTIC Square



SEQUENTIAL VIEWS

OUSEBURN CONFLUENCE TO GATESHEAD MILLENNIUM BRIDGE



1 View from Quayside facing towards Hadrian's Way



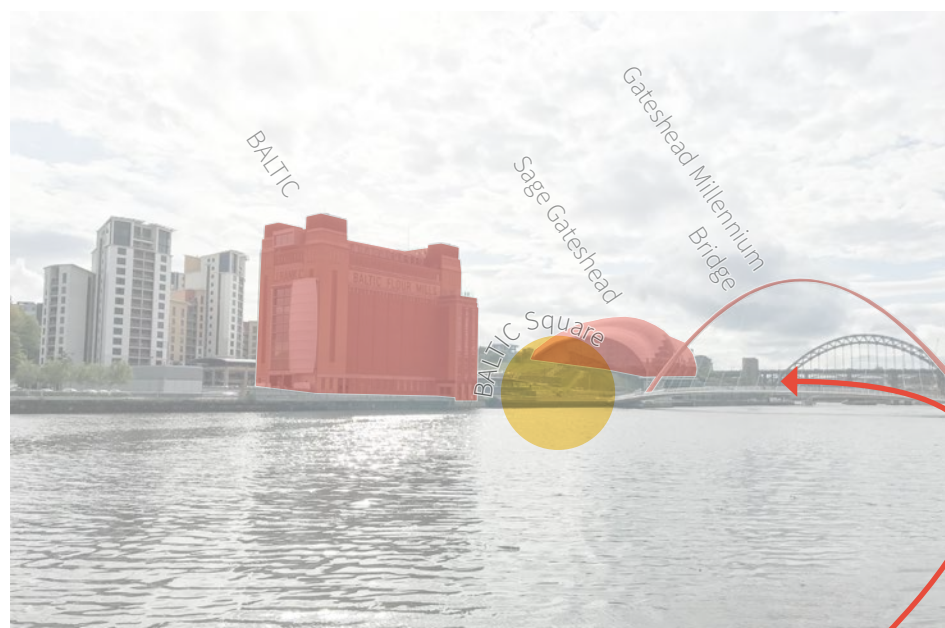
2 View from Hadrian's Way at Ouseburn confluence



3 View from Hadrian's Way at Mariners Wharf



4 View from Hadrian's Way at Rotterdam House



5 View from Hadrian's Way at the Swirle Pavilion



6 View from Gateshead Millennium Bridge facing Sage Gateshead



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, cycle routes and public transport 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

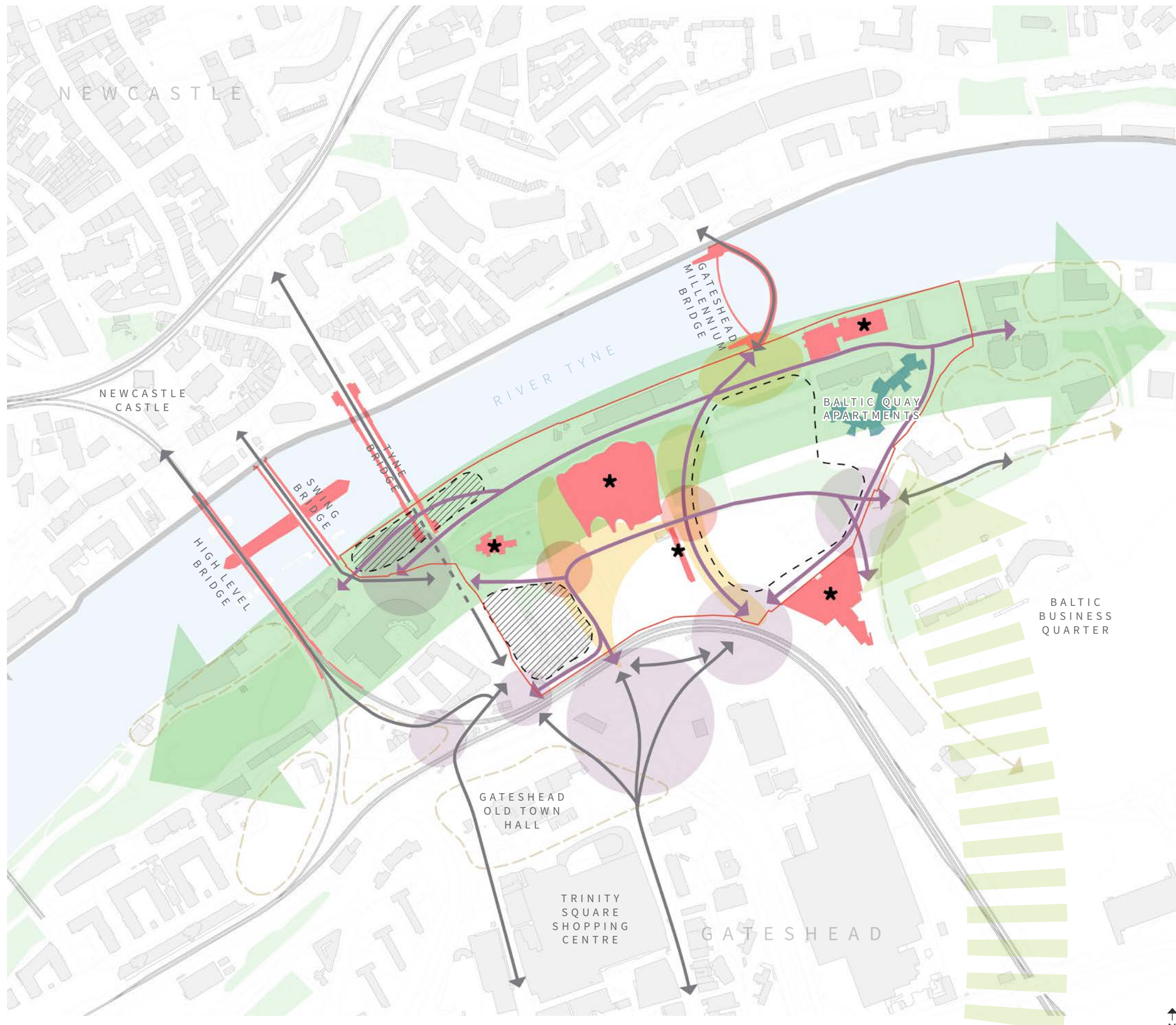
As set out in Policy QB2 of the CSUCP, deliverable development plots are located at Hillgate Quays, Church Street and Oakwellgate and on the land directly east of Sage Gateshead and the Coal Drops up to Hawks Road/ Mill Road.

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.

- 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
 - Existing sensitive receptor



FRAMEWORK OPPORTUNITIES

4

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 to pedestrians and provides a vital, legible public access route from Gateshead High Street down to the River Tyne. The primary cycle route is anticipated along Hawks Road and Mill Road.
- 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 reactivate 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 building 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.



PEDESTRIAN AND CYCLE MOVEMENT STRATEGY

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, servicing and events access along Hillgate/ South Shore Road. This allows for the framework area to prioritise pedestrian and cycle movement.

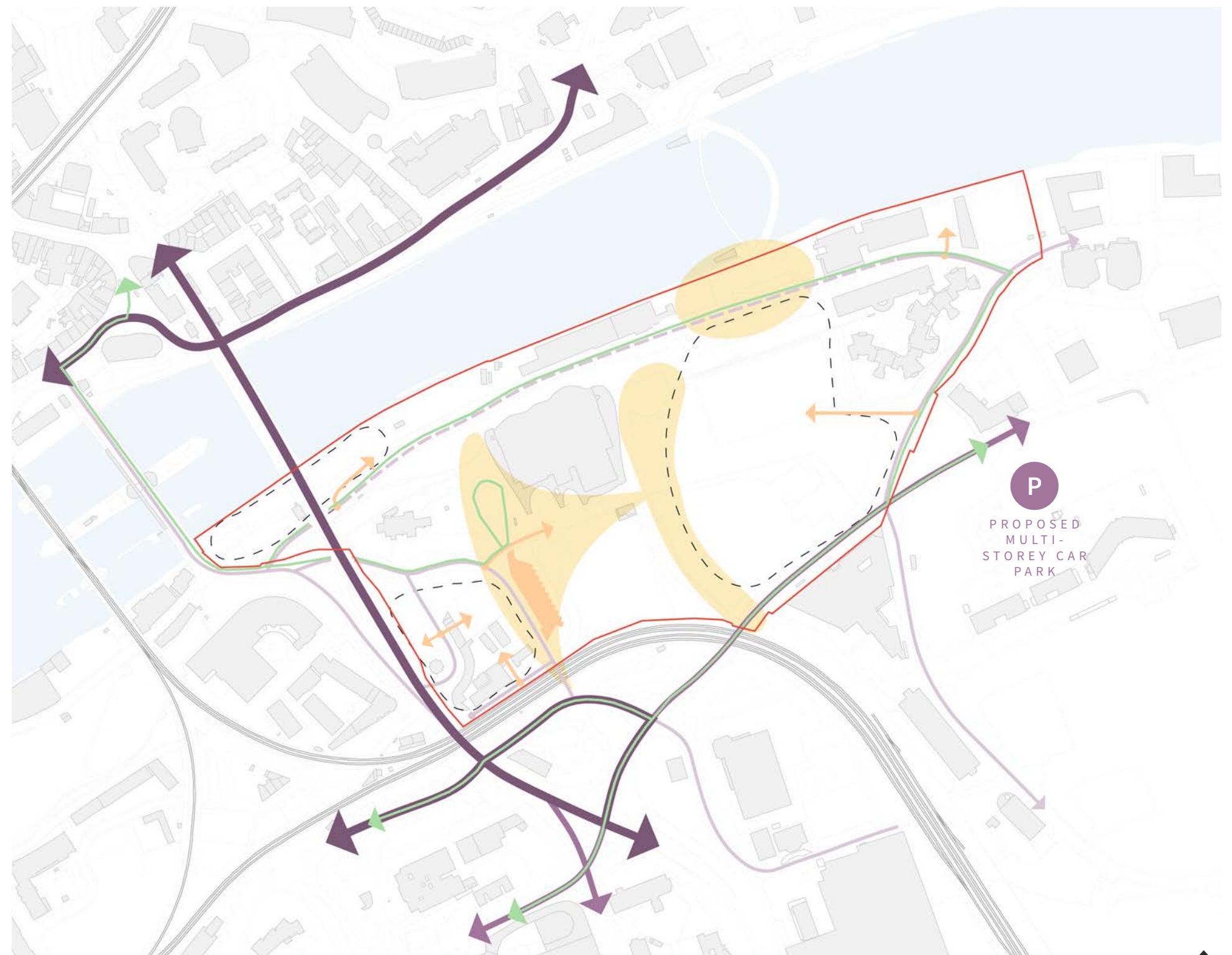
The existing Q1, Q2, 93 and 94 bus routes would be maintained in the movement network. Enhanced coach parking and taxi provision must be considered in improved public realm schemes around Oakwellgate. The demand for public transport and the need to enhance provision will be assessed in detail as part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

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.

There are several annual sporting, recreational and cultural events that make use of the Framework Area and their requirements will be carefully considered to ensure a co-ordinated approach to movement is maintained.

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.

- KEY**
-  Primary vehicular movement in and around the framework area
 -  Secondary vehicular movement in and around the framework area
 -  Local access vehicular movement only
 -  Restricted public transport and service access route
 -  Retained bus routes
 -  Proposed service access
 -  Retained coach parking
 -  Improved public realm schemes
 -  Proposed multi-storey car park



VEHICULAR MOVEMENT STRATEGY



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, events and limited service access only.

▼ Re-balancing Hillgate/ South Shore Road with generous crossing opportunities

▼ New surface materials providing a high quality setting with a clear distinction between different users



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▼ Creating an environment where pedestrians and cyclists take priority



▼ Integrating soft landscape buffer with opportunity to provide SuDs



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 or 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.

▼ *Integration and celebration of the existing surfacing materials to retain the distinctive character of Brandling Street*



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 prioritise pedestrians, be well over-looked, active and vibrant. Maidens Walk 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.

▼ *Facilitating positive viaduct animation to link the framework area back to Gateshead town centre*



◀ *Including rain gardens and/or other sustainable drainage features to provide resilience to flood events whilst creating an attractive public realm setting where people can dwell*

◀ *Positively interacting with heritage features along Maidens Walk*

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.

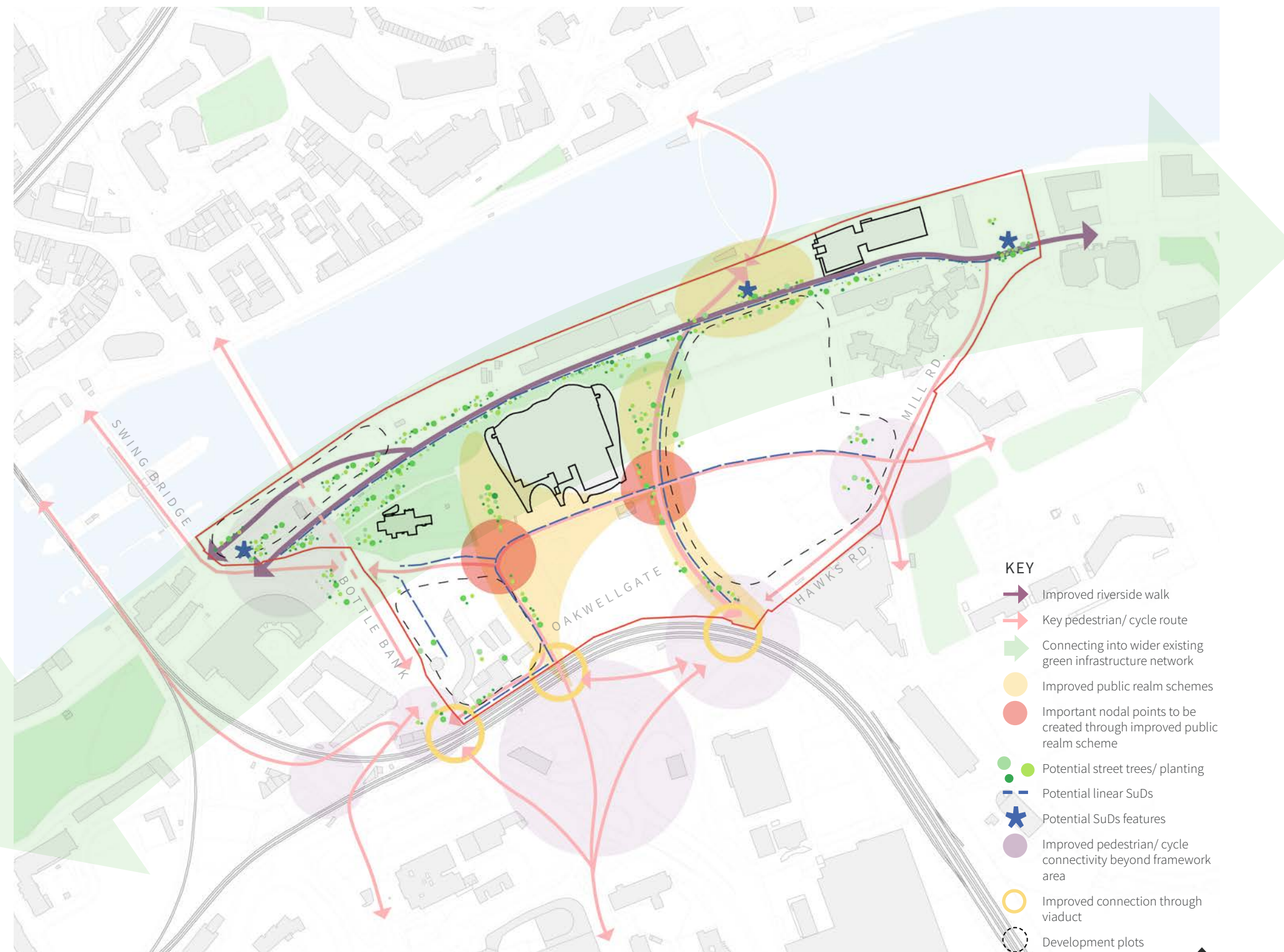
Public realm proposals must also be designed to be flexible to allow for a range of activities including community events and animation to provide a unique setting for new and existing development.

Key heritage assets such as the bridges, iconic cultural buildings (Sage Gateshead and BALTIC), 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.



GREEN/ BLUE INFRASTRUCTURE STRATEGY

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.



◀ Softening public realm along Oakwellgate and to the west of Sage Gateshead

◀ Integrating SuDs into the public realm



◀ Prioritising pedestrian and cycle movement crossing of Oakwellgate/ Cannon Street and Abbots Road into St. Mary's Square

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.



◀ Flexible pedestrian space

◀ Soft landscape features including street trees and SuDs

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◀ Providing flexibly sized hard spaces to facilitate events for the cultural assets and space for community groups to occupy

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5

THE FRAMEWORK PLAN

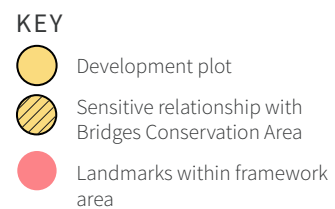
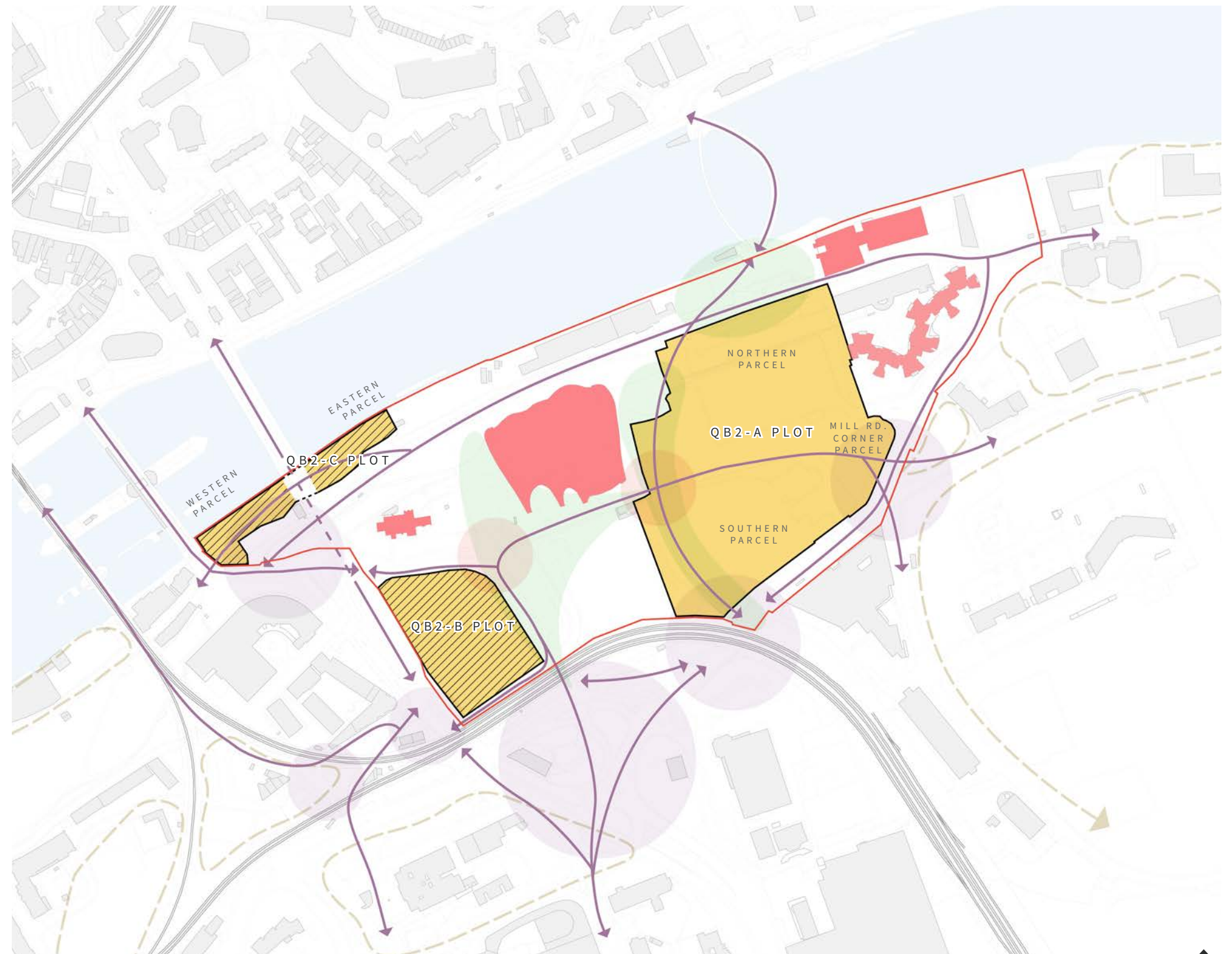
5.1 Development Framework Plots

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.



DEVELOPMENT FRAMEWORK PLOTS



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.

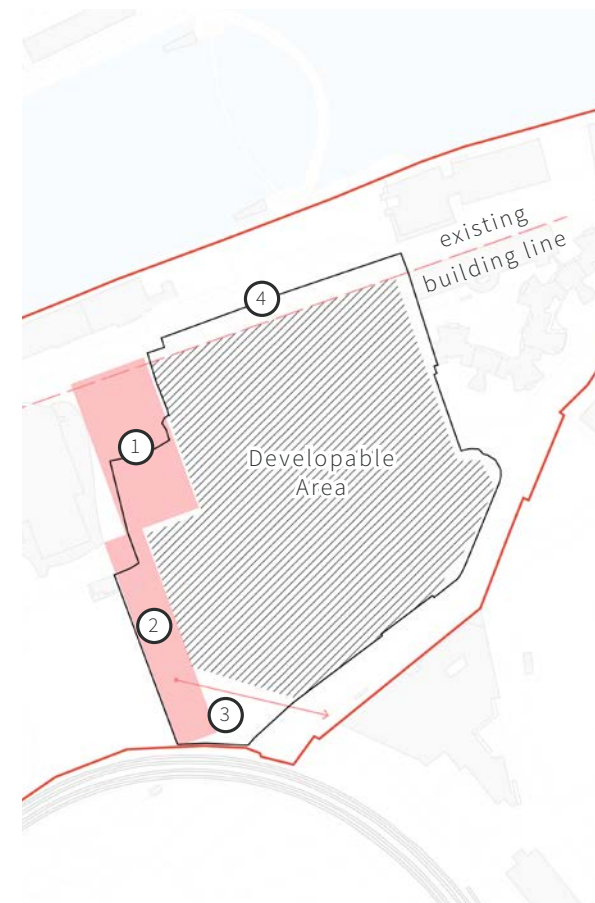
Potential development footprint within this plot has been formulated following steps below. Firstly, a sensible maximum developable area has been devised, this provides reasonable off-sets to the Sage Gateshead arrival space, the Coal Drops, respects the frontage along South Shore Road and provides a 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.

DEVISING AN APPROPRIATE DEVELOPMENT FOOTPRINT

Developable area

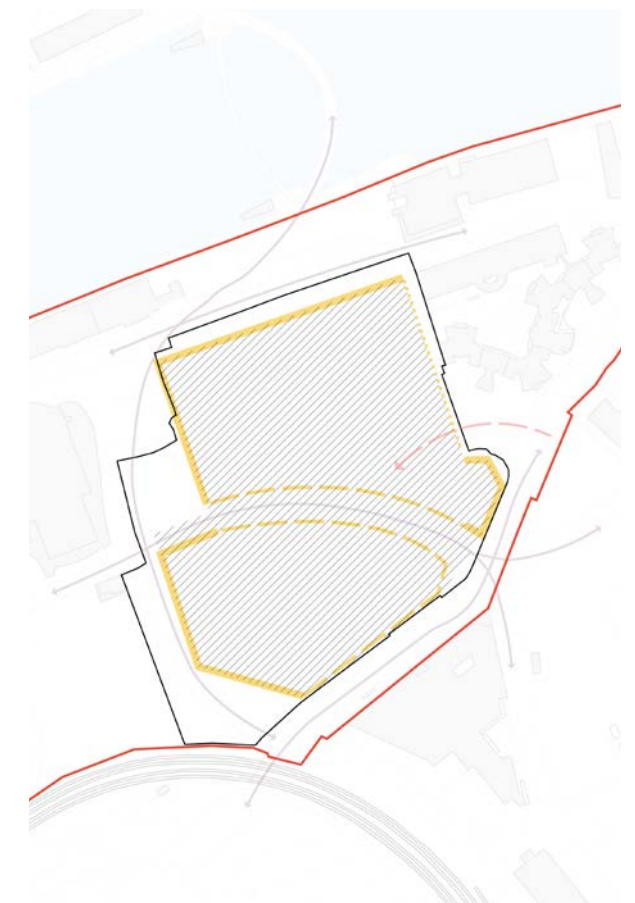


- ① Sage arrival
- ② Coal Drops off-set
- ③ College view
- ④ Tyne frontage

Movement routes and service access



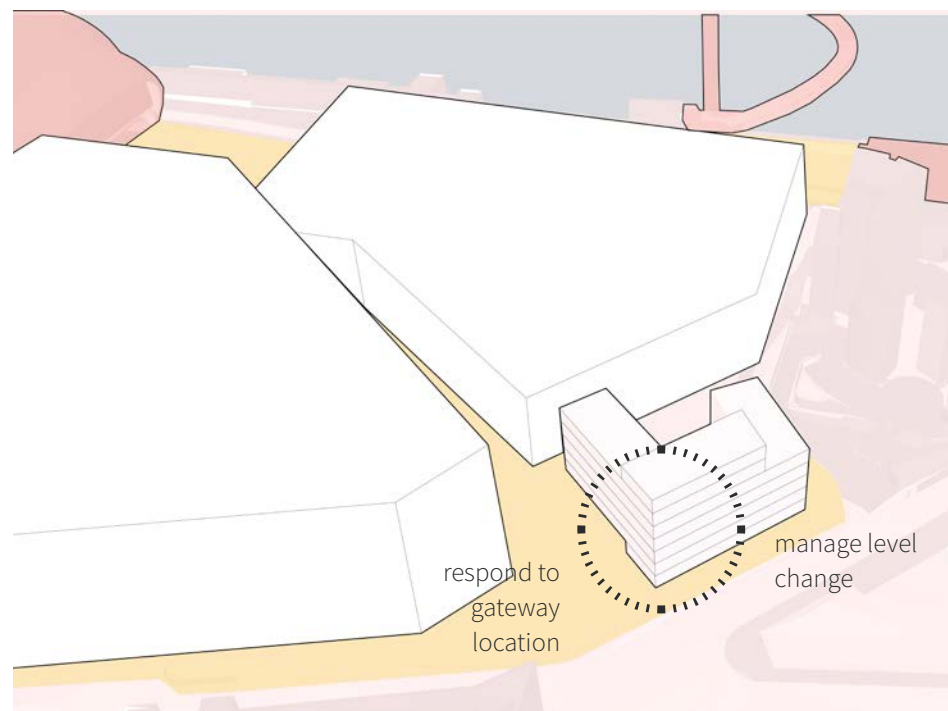
Frontage hierarchy



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.



QB2-A MASSING AXONOMETRIC



QB2-A PLOT PRINCIPLES

- Existing heritage 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
- Future development plot outside framework boundary
- ★ Nodal SuDs



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.

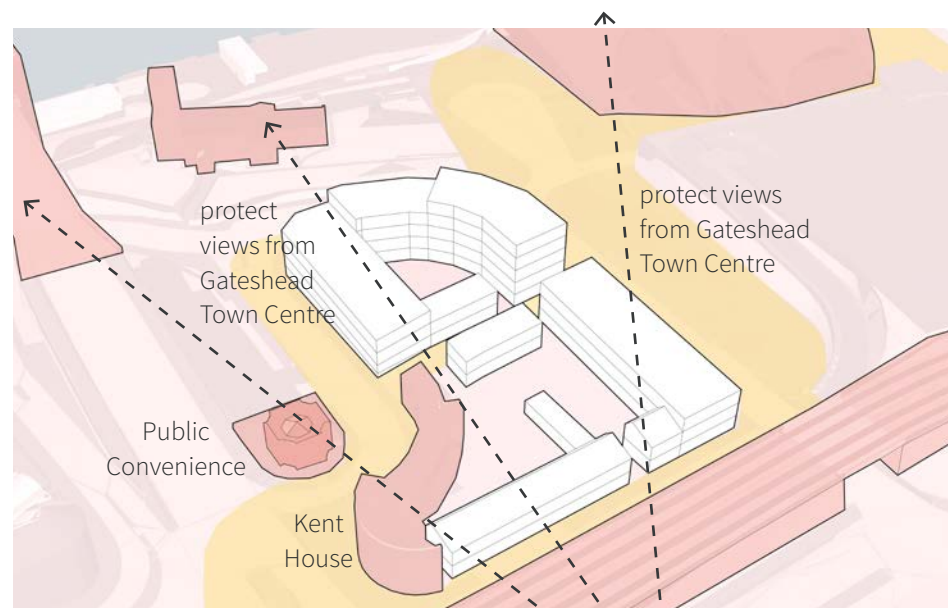
There are a number of options to the delivery of Plot QB2-B, predicated on the potential to develop Church Street car park at the same time as the main Oakwellgate Plot. This option 1 explores the delivery of the Oakwellgate plot in isolation.

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 impact of proposed massing on views of St. Marys Heritage Centre, Tyne Bridge and Sage Gateshead from Gateshead Town Centre in order to protect and enhance the existing townscape character.
- 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.



QB2-B OPTION 1 MASSING AXONOMETRIC



QB2-B PLOT PRINCIPLES

- | | | | |
|-----------------------------------------|------------------------------------|---------------------------------------|------------------------------------------------------|
| ● Existing heritage feature to maintain | ●●● Tertiary frontage | — Potential SuDs | — Future development plot outside framework boundary |
| ● Potential development footprint | ● Public realm improvement | ➔ Movement routes | ★ Nodal SuDs |
| — Primary frontage | ● Soft/ green public realm | ● Improved pedestrian/ cycle crossing | |
| — Secondary frontage | ● Potential street trees/ planting | | |

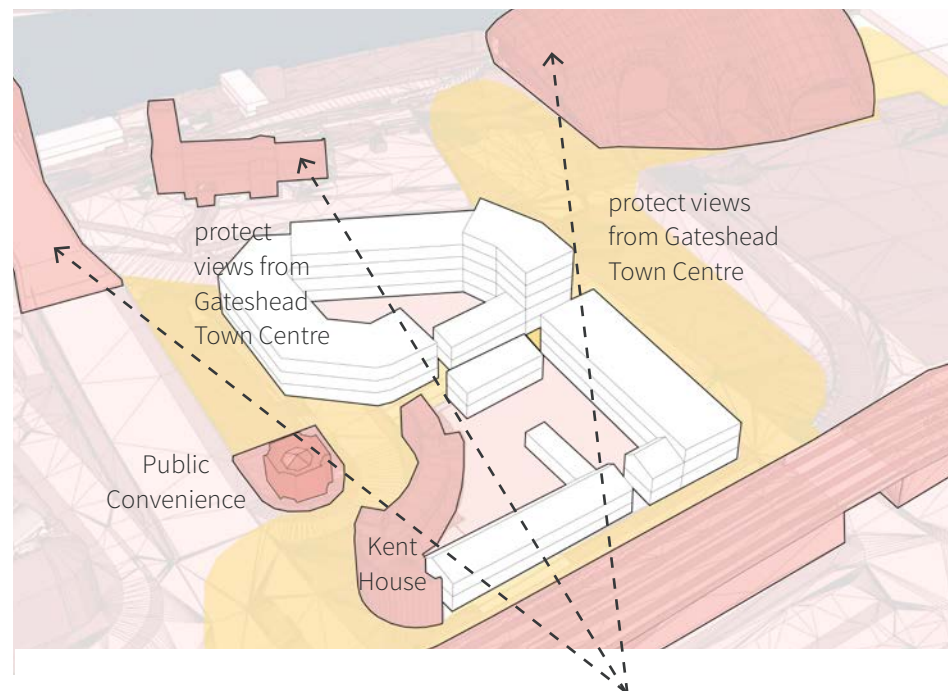
5.5 Development Framework Design Guidance

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 impact of proposed massing on views of St. Mary's Heritage Centre, Tyne Bridge and Sage Gateshead from Gateshead Town Centre in order to protect and enhance the existing townscape character.

- 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.



QB2-B OPTION 2 MASSING AXONOMETRIC



QB2-B PLOT PRINCIPLES

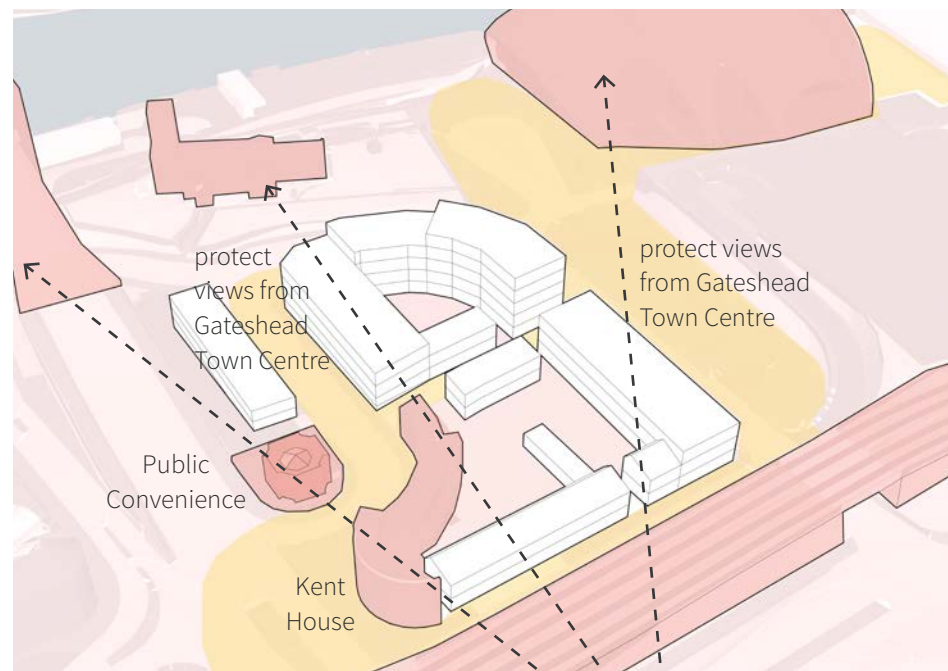
- | | | | |
|-----------------------------------------|------------------------------------|---------------------------------------|------------------------------------------------------|
| ● Existing heritage feature to maintain | ●●● Tertiary frontage | — Potential SuDs | — Future development plot outside framework boundary |
| ● Potential development footprint | ● Public realm improvement | ➔ Movement routes | ★ Nodal SuDs |
| — Primary frontage | ● Soft/ green public realm | ● Improved pedestrian/ cycle crossing | |
| — Secondary frontage | ● Potential street trees/ planting | | |

5.6 Development Framework Design Guidance

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 impact of proposed massing on views of St. Marys Heritage Centre, Tyne Bridge and Sage Gateshead from Gateshead Town Centre in order to protect and enhance the existing townscape character.
- 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.



QB2-B OPTION 3 MASSING AXONOMETRIC



QB2-B PLOT PRINCIPLES

- | | | | |
|--------------------------------------------------------------------------|------------------------------------------------------------------------|---------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| ● Existing heritage feature to maintain | ●●● Tertiary frontage | — Potential SuDs | — Future development plot outside framework boundary |
| ● Potential development footprint | ● Public realm improvement | ➔ Movement routes | ★ Nodal SuDs |
| — Primary frontage | ● Soft/ green public realm | — Development plot extent | |
| — Secondary frontage | ●● Potential street trees/ planting | ⊕ Improved pedestrian/ cycle crossing | |

5.7 Development Framework Design Guidance

FRAMEWORK 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

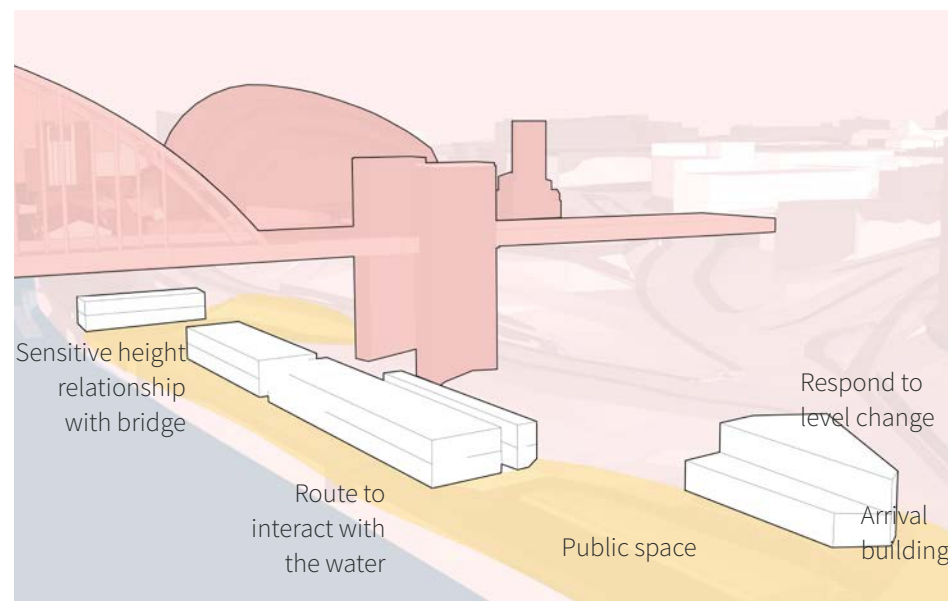
proposals should be careful to not limit the complete delivery of this route in the future by ensuring development does not sever a future connection east directly along the riverfront to connect to BALTIC square.

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.



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
- Future development plot outside
- framework boundary
- ★ Nodal SuDs

6

ENVIRONMENTAL CONSIDERATIONS

6.1 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

DEVELOPMENT DELIVERY

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.

7.2 Stakeholder and Community Engagement

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.

7.3 Delivery

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 of the 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
- 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 identify improved 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

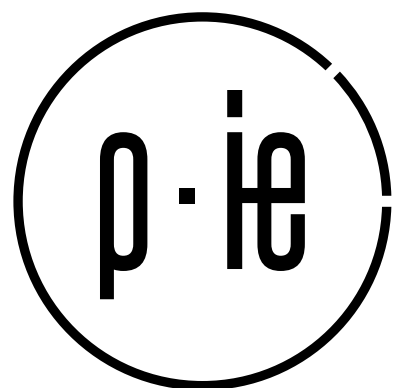
Drainage Improvements along Wellington St/ Hills St/ Bottle Bank/ High Street (between Nelson St & Askew Rd)/ Hawks Rd

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 WC's 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.



MANCHESTER

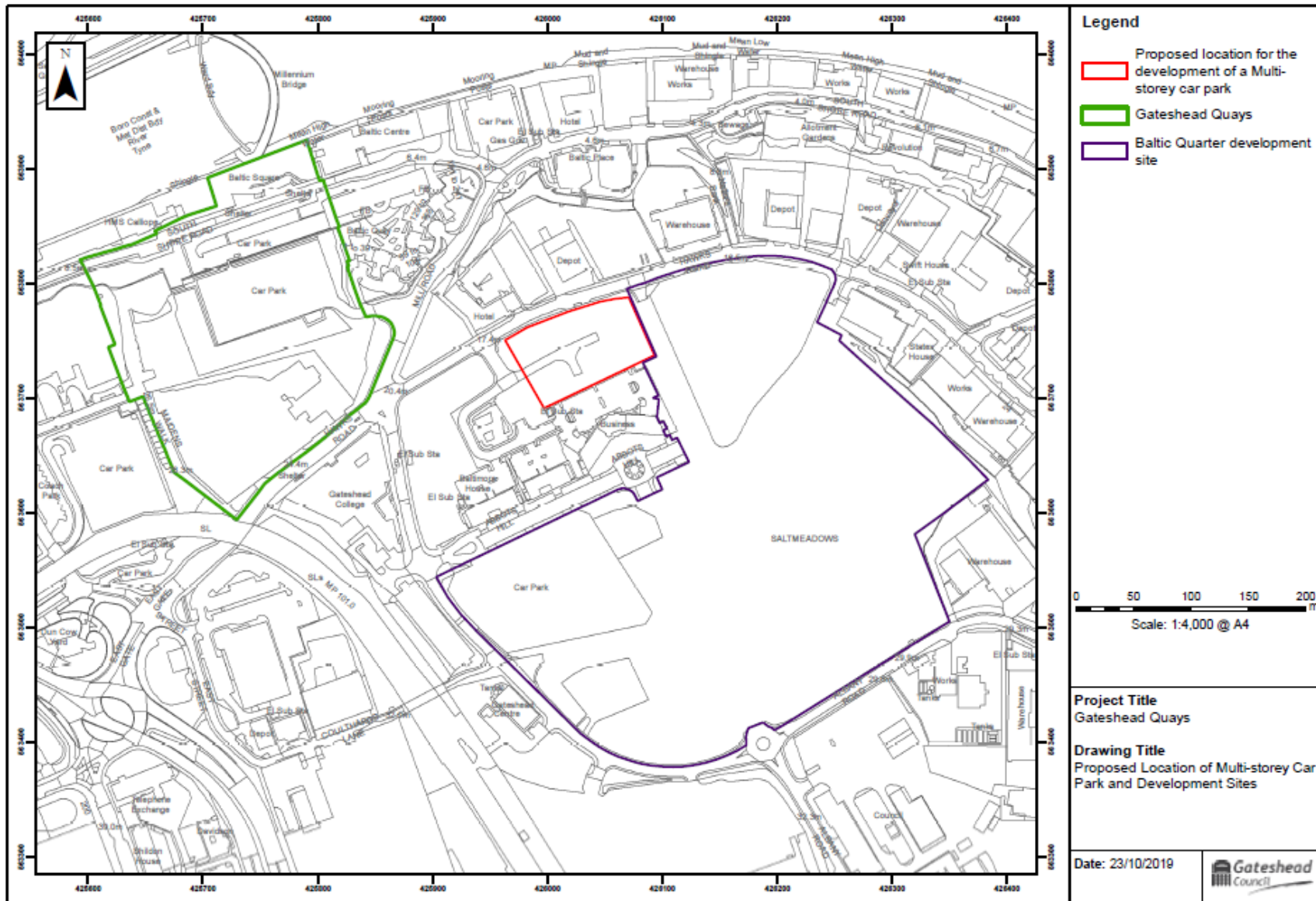
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Gateshead Quays Development Framework Consultation Feedback Report



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Appendix 1 – Quays Consultation Letter

Appendix 2 – Council News Article

Appendix 3 – Press Release

Appendix 4 – Schedule of Comments

1. Introduction

The Consultation Report is part of a statutory consultation process with communities and stakeholders on the Gateshead Quays Development Framework. Consultation on the Gateshead Quays Development Framework began on 9th September 2019 for 30 days until 8th October 2019. In total 468 respondents accessed the campaign.

This report provides an overview of the process and summarises the key messages. The report is divided into the following sections:

- Overview of consultation methodology and process
- Summary of consultation
- Responses to the key issues
- Appendices containing summarised responses from each respondent, feedback from events, marketing material including correspondence and supporting information.

2. Consultation Approach

Consultation aimed to gather the views of as many members of the community as possible, including those that don't traditionally contribute to council consultations. To achieve this objective, the consultation used a variety of methods and formats to ensure that a wide range of residents and organisations had numerous opportunities to discuss and comment on the published material.

The consultation was in accordance with the Council's Statement of Community Involvement (SCI).

Raising Awareness of Consultation

The Council raised awareness and promoted how people could get involved by

- Sending letters outlining the draft document and promoting the consultation events to:
 - All the contacts held by Planning Policy (any individual or organisation that had provided a response / feedback to any previous consultation - 1106 addresses) (Appendix 1 – Letter)
 - Elected Members. (Appendix 1)
- Distributing letters to all properties within a ¼ mile distance north of the river within Newcastle City Council's boundary.
- Distributing over 110,000 copies of Council News to every household in Gateshead as well as to all council offices, libraries, leisure centres and schools in the Borough. Within Council News there was an article advertising the consultation and inviting local people to the consultation events (Appendix 2 – Council News Article)
- Issuing a press release on the 9th September (Appendix 3 – Press Release)
- Via the Council's website
- Via social media using the Council's Twitter account and Facebook page respectively.

During Consultation

Consultation on the draft Gateshead Quays Framework began on 9th September 2019 for 30 days until 8th October 2019. During the consultation period the Council promoted consultation and the programme of events by:

- Updating both Councils' websites frequently with event information and new documentation.
- Updating the Councils' Facebook and Twitter pages.
- Interview on Tyne Tees News on 13th September and news articles in regional press in the week commencing the 9th September.

Events

Councillor Event

A members' seminar was held on the 18th September 2019. The purpose of the event was to inform Councillors of the key components of the framework.

Gateshead Drop-in Event

A drop-in event was held in St Mary's Heritage Centre from 3-7pm on 26th September 2019. Approximately 40 people attended. Representatives from the Gateshead Quays design team were also in attendance, supporting planning officers. Officers also encouraged attenders to complete comment forms or submit consultation responses to the Council.

Twitter Drop-in Event

An online Twitter drop-in event took place from 4-5.30pm on 17th September 2019. Approximately 10 people directly interacted with Council officers during the event, with others commenting later the same day, albeit after the live session had finished.

Commenting on the Document

Respondents could comment on the documents using several methods:

- Online – People were encouraged to use our online consultation portal which enabled respondents to make comments.
- Letters/emails – People could send a letter or e-mail to the Council.
- Event Comment Form – People could leave their comments at drop-in events.

Feedback

All submissions received have been considered to help inform revisions to the Gateshead Quays Development Framework.

Response Summary

468 respondents accessed the online consultation portal in response to the Gateshead Quays Development Framework, which posed a total of 13 questions regarding the document based upon the chapters within it. In addition, 4 local residents submitted a response via email and 6 organisations/companies submitted comments via email.

3. Analysis of Responses

This section brings together results from all of the consultation process and organises them by the chapters of the proposed Quays Development Framework. It is an overview of the responses and comments made by residents and organisations. A summary of all responses received is included in this report in (Appendix 4 – Schedule of Comments).

Q1 – What is your interest in this consultation?

All 468 respondents who accessed the consultation portal answered this question, with 87.6% (410) of them being Gateshead residents.

Qs 2 and 3 – Existing Context Analysis

What Residents Told Us

46.6% (218) of respondents answered question 2, with 61.5% (134) of them completely agreeing with our understanding of the area and only 5% (11) disagreeing. 14.1% (66) of respondents then answered question 3: what you disagree with or we have missed out of the context. Any material comments raised are summarised in section 4 below.

What Organisations Told Us

The majority of organisations support our understanding of existing context analysis for Gateshead Quays. Any material comments raised are summarised in section 4 below.

Qs 4 and 5 - Development Framework Opportunities

What Residents Told Us

45.3% (212) of respondents answered question 4, with 64.2% (136) of them completely agreeing with the opportunities we have outlined and only 6.1% (13) disagreeing. 12.6% (59) of respondents then answered question 5: what you disagree with or whether we have missed any opportunities. Any material comments raised are summarised in section 4 below.

What Organisations Told Us

The majority of organisations support the opportunities we have outlined for Gateshead Quays. Any material comments raised are summarised in section 4 below.

Qs 6 and 7 - Development Framework Strategies

What residents told us

37% (173) of respondents answered question 6, with 56.7% (98) of them completely agreeing with our strategies and only 5.2% (9) disagreeing. 12% (56) of respondents then answered question 7: what you disagree with or what else we need to include. Any material comments raised are summarised in section 4 below.

What Organisations Told Us

The majority of organisations support the strategies we have outlined for Gateshead Quays. Any material comments raised are summarised in section 4 below.

Qs 8 and 9 - The Framework Plan

What residents told us

36.8% (172) of respondents answered question 8, with 62.8% (108) of them completely agreeing with the framework plan and only 6.4% (11) disagreeing. 7.3% (34) respondents then answered question 9: what you disagree with or what else we need to include. Any material comments raised are summarised in section 4 below.

What organisations told us

The majority of organisations support the design framework we have outlined for Gateshead Quays. Any material comments raised are summarised in section 4 below.

Qs 10 and 11 - Environmental Considerations

What residents told us

35.9% (168) of respondents answered question 10, with 68.5% (115) of them completely agreeing with the environmental considerations and only 5.7% (9) disagreeing. 8.5% (40) of respondents then answered question 11: what you disagree with or what we have missed. Any material comments raised are summarised in section 4 below.

What organisations told us

The majority of organisations agree with the environmental considerations we have outlined for Gateshead Quays. Any material comments raised are summarised in section 4 below.

Qs 12 and 13 - Development Delivery

What residents told us

35% (164) of respondents answered question 12, with 62.8% (103) of them completely agreeing with the development delivery and only 8.5% (14) disagreeing. 7.3% (34) respondents then answered question 13... what you disagree with or what have we missed. Any material comments raised are summarised in section 4 below.

What organisations told us

The majority of organisations agree with the infrastructure requirements we have outlined for Gateshead Quays. Any material comments raised are summarised in section 4 below.

4. Feedback Summary

Every submission was read and considered. All submissions were recorded and are available to view in the schedule of comments (Appendix 4).

The following table has been prepared to highlight the material issues raised that are pertinent in respect of the Quays Development Framework. A number of comments that are not material to the Quays Development Framework were also received. They were read and discounted where appropriate.

Issue	Response
93 and 94 buses do not use South Shore Road.	Noted. Wording of document changed accordingly.
The Town Centre, especially the southern part of High Street, must also be a priority and not left any longer.	The Council has recently released plans for the redevelopment of the High Street, including undertaking public consultation events. Furthermore, the Quays Development Framework seeks to establish better links with the Town Centre through improving connectivity between the two areas.
Transport related – cycling, public transport, the road network, car parking, etc.	The Quays Development Framework places great emphasis on infrastructure by highlighting the current arrangement and what pros and cons are associated with it and then seeks to establish a realistic strategic approach to improving the network through the promotion of sustainable modes of transport and better management of the network to permit accessibility for all. This also includes providing new and improved

	infrastructure including pedestrian and cycle routes, improved bus services, and a new multi-storey car park within Baltic Quarter to serve the Quays area.
Baltic Quay Apartments not sufficiently referenced within the document.	Noted. Added references to the apartments included within the document.
Ecology and biodiversity underplayed within the document.	The River Tyne and the habitats it supports are an essential part of the character of the area and the Quays Development Framework seeks to preserve and enhance them by creating a clear strategic approach. The document makes it clear that <i>'net gain is mandated as part of any development proposals'</i> .
Ensure South Shore Road remains available for events.	Noted. Wording of document amended to include this provision.
HMS Calliope's helipad and car park shown as a development plot.	Noted. Document amended to address this anomaly.
3.1 Development Framework Opportunities...middle section of text, first bullet point should include 'public transport'.	Noted. Wording of document amended to include public transport.

Appendix 1



The person dealing with this matter is:

Andrew Softley
Development Management
Development Transport & Public Protection
Communities and Environment
Gateshead Council
Civic Centre
Regent Street
Gateshead, NE8 1HH

Phone: 0191 4332743

Email: AndrewSoftley@Gateshead.Gov.UK

09th September 2019

Gateshead Quays Development Framework

Dear Sir/Madam,

Gateshead Council is consulting on the Gateshead Quays Development Framework, which sets out a comprehensive and coordinated approach to the development of Gateshead Quays. This includes proposals for several developments including an arena, regional conference centre, hotels, bars, offices and restaurants and improved public areas.

This is your opportunity to give your views and influence the future development of the whole quays area.

Once approved the Development Framework will be a material consideration for all planning applications within the Framework boundary to ensure a comprehensive and coordinated approach to site development and infrastructure provision in accordance with Policy CS2 of the adopted Core Strategy and Urban Core Plan.

The consultation follows the procedures set out in Sections 12-22 of Town and Country Planning (Local Planning) (England) Regulations 2012.

The Gateshead Quays Development Framework is available to view at <http://www.gateshead.gov.uk/haveyoursayonplanning> and paper copies of the plan are available for viewing at:

Gateshead Council Civic Centre Regent Street Gateshead NE8 1HH (Monday to Friday 8.45am to 4.30pm).	Gateshead Central Library Prince Consort Road Gateshead NE8 4LN (Monday, Tuesday, Thursday and Friday 9.00am-7.00pm; Wednesday 9.00am- 5.00pm; and Saturday 9.00am-1.00pm)
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LOOK: You can view and make representations on the draft Gateshead Quays Development Framework online at www.gateshead.gov.uk/Consultations or during office hours at Gateshead Civic Centre and Gateshead Central Library.

ONLINE DROP-IN: We will be live on Twitter to answer your questions on **Tuesday 17th September** from 4pm-5.30pm. Follow us @Gateshead to join the conversation.

EVENTS: We're hosting a drop-in event on **Thursday 26th September** from 3pm-7pm at **St Mary's Heritage Centre**. Come along to view the proposals and chat to officers.

If you have any questions, please do not hesitate to contact me.

Please note that we are endeavouring to carry out as much consultation as possible through electronic means. If possible, please provide us with an email address that we can contact you on in the future.

Yours sincerely

A handwritten signature in blue ink, appearing to read "A. Softley".

Andrew Softley
Senior Planner
Development Management
Development Transport & Public Protection
Communities and Environment

Appendix 2

https://www.gateshead.gov.uk/media/15596/Council-News-Autumn-2019/pdf/Council_News_Autumn_2019.pdf?m=637037148400270000

Stunning new image of arena, conference and exhibition centre courtesy of HOK

Renowned venue management group SMG Europe has officially been announced as the operator for a new arena, conference and exhibition centre on Gateshead Quays.

John Sharkey, Executive Vice President of SMG Europe said: "We're delighted to be working with Gateshead Council on this exciting scheme, to move our established business across to such an iconic, central location. The North East has always been an important region for SMG and we look forward to building upon the ongoing success of the Ullimita Arena and Whitley Bay Playhouse, to further develop the events landscape and strengthen the North East economy."

Councillor Martin Gannon, Leader of Gateshead Council, said: "This is an exciting step forward for Gateshead and North East England."

Working with SMG is a game changer for the project and for this landmark site. It will build on our existing iconic developments on Gateshead Quays creating a truly world-class cultural, events, entertainment and business destination.

1000+ jobs 296,000 more visitors per year £29 million for regional economy

of different sizes starting from £20,000

- support during the funding process
- a Local Action Group (representatives from Gateshead) who ensure funding is spent fairly and wisely

Richard Talbot-Jones, Acting Chair of Gateshead Goes Local Action Group (LAG), said: "I would encourage organisations to consider applying for funding for projects that increase employability and bring people closer to the job market."

clidinfo@gateshead.gov.uk
www.gatesheadgoeslocal.org.uk

European Union
European Structural and Investment Funds

Your Gateshead – Your Future

We're consulting on a planning framework to inform the development of Gateshead Quays. This includes proposals for several developments including an arena, regional conference centre, hotels, bars, offices and restaurants and improved public areas.

This is your opportunity to give your views and influence the future development of the whole quays area.

"Your views count – let us know what you think"

There are lots of ways to get involved:

LOOK: You can view the draft development framework online at www.gateshead.gov.uk/Consultations or during office hours at Gateshead Civic Centre and Gateshead Central Library.

ONLINE DROP-IN: We will be live on **Twitter** to answer your questions on **Tuesday 17 September** from 4-5.30pm. Follow us @Gateshead to join the conversation

EVENTS: We're hosting a drop-in event on **Thursday 26 September** from 3-7pm at **St Mary's Heritage Centre**. Come along to view the proposals and chat to officers.

www.gateshead.gov.uk/haveyoursayonplanning

www.gateshead.gov.uk @gateshead gatesheadcouncil 17

https://consultation.gateshead.gov.uk/kms/dmart.asp?help=1&ctrlTab=PublicDMart&filter_status=3

Gateshead Council

Home / Council & Democracy / Consultations / Consultations > Consultation search > Consultation Detail

Gateshead Quays Development Framework

Started: 09 September 2019
Ended: 08 October 2019

The Gateshead Quays Development Framework will provide guidance and strategic principles to ensure a comprehensive approach to site development and infrastructure provision. The Framework would constitute the masterplan for Gateshead Quays as identified in the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030.

We welcome comments on the proposed Gateshead Quays Development Framework.

Documents

9205 Kb Gateshead Quays Development Framework

Contact: Andrew Softley
t: 0191 433 2743
e: andrewsoftley@gateshead.gov.uk

Home / Council & Democracy / Consultations / Consultations > Consultation search > Consultation Detail

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Appendix 3

Have your say on planning policy

Gateshead Quays

We're consulting on a planning framework to inform the development of Gateshead Quays from Monday 9 September to Tuesday 8 October 2019. This includes proposals for several developments including an arena, regional convention centre, hotels, bars, offices and restaurants and improved public areas.

View the framework

You can view the draft development framework on the [consultation portal](#) or during office hours at Gateshead Civic Centre and Gateshead Central Library.

Attend our event

We're hosting a drop-in event on Thursday 26 September from 3pm to 7pm at St Mary's Heritage Centre. Come along to view the proposals and chat to officers.

If you have any queries please contact us on ldf@gateshead.gov.uk

Making Spaces for Growing Places

We have submitted our Making Spaces for Growing Places Local Plan document and associated evidence for inspection to the Secretary of State on 12 April 2019. [Further information about the examination.](#)

If you have any queries please contact us on ldf@gateshead.gov.uk



Planning Policy and Local Plan

- › Making Spaces for Growing Places
- › Local Plan
- › Core Strategy and Urban Core Plan
- › Supplementary Planning Documents (SPDs)
- › Unitary Development Plan (UDP)
- › Local Development Scheme
- › MetroGreen
- › Five year housing land supply
- › Statement of Community Involvement
- › Interim policy advice notes
- › Brownfield Register July 2019
- › Gateshead Community Infrastructure Levy
- › Sustainability Appraisal
- › **Have your say on planning policy**
- › Housing delivery test action plan

Appendix 4

468 respondents accessed the campaign		
Step 1:1.00-1:		
Q1. What is your interest in this consultation?		
This single response question was answered by 468 respondents.		
Response	Number of Respondents	Percentage of Respondents
Developer	3	0.64%
Gateshead resident	410	87.61%
Newcastle resident	23	4.91%
Gateshead business or organisation	8	1.71%
Newcastle business or organisation	1	0.21%
Something else	23	4.91%
Step 1:1.01-1:Please tell us what your interest is		
This open response (Free text) question was answered by 23 respondents.		
Response	Number of Respondents	
Chester le Street resident	1	
College	1	
Employed in Gateshead	1	
employee	1	
I work and live in Gateshead	1	
interested party	1	
Nexus is the Passenger Transport Executive for Tyne and Wear	1	
North East England Blue Badge Tour Guide who regularly guides tour coaches along South Shore Road to visit The Gateshead Millennium Bridge and the Baltic Centre.	1	
North East resident	1	
North Tyneside resident	1	
Northumberland resident who uses Sage and looks forward to a new Arena	1	
Plans	1	
PTE	1	
Regularly attend music events and live in Durham	1	
Resident in Washington, commuting through Gateshead and using Gateshead regularly	1	
South Tyneside resident	1	
To see the upcoming plans for the area	1	
Transport Operator	1	
Tyneside Resident	2	
UK Trade association for bus and coach operators	1	

work in gateshead	1	
Work locally	1	
Step 1:2.00-1:		
Q2. Do you agree with our understanding of the area?		
This single response question was answered by 218 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	134	61.47%
Some of it, but not all	73	33.49%
No, not at all	11	5.05%
Step 1:3.00-1:		
Q3. Please tell us what, if anything, you disagree with, or if we have missed anything out of the context?		
This open response (Free text) question was answered by 66 respondents.		
Response	Number of Respondents	
It enough planning for new green space and not ambitious enough in increasing biodiversity	1	
A minor point, but it is noted that Bus Services Q1, Q2, 93 and 94 serve South Shore Road. Whilst the 93/94 provides an evening link tot he Sage, they do not serve South Shore Road.	1	
Add neon lights on the building to attract customers and make it appealing	1	
All clear	1	
As a resident of gateshead, I am really worried that this major development will refocus works away from the redevelopment of the town centre which seems to have stalled. Currently what we have is student accomodation with facilities, Where is the further development that will turn gateshead into a city!? The South bank of the Tyne is "owned" by Newcastle and has very little to do with ordinary gateshead residents. If this new "sexy" development must go ahead why not fully incorporate it into gateshead's so called town centre.	1	
As Newcastle is about to put a charge on crossing the Tyne bridge due to pollution. Is it wise to build a new complex involving cars, buses, taxi,s etc. in close proximity to such a polluted area.	1	

Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Concerned about limitations of the current public transport infrastructure for residents in the west of the borough (no direct routes to Gateshead Interchange) Catering for elderly residents who use Sage regularly Better cycle parking security	1	
Cycle network and pedestrian routes are not as well defined as makes out.	1	
Cycle repair facilities would be helpful.	1	
Development brings with it additional traffic regardless of what you do to negate it lack of parking, increased charges etc. The area is poorly served by public transport other than buses, which most people don't want to use when visiting an area. Better use of the Railway line from Newcastle via the High Level bridge and a new station built somewhere east of the old Gateshead East Station would be more beneficial. A short walk to the Sage, Baltic etc with direct access to Newcastle City Centre and Sunderland.	1	
Don't know some areas sufficiently to comment	1	
good for the region however it must be accessible for all eg. price , open to all ages , good parking , has to be colourful but fit in with the surroundings of the quayside	1	
Happy	1	
Have looked at all that has been put out to the public and it looks very good	1	
I agree that better cycle paths are needed. We also need better cycle paths to get to the quayside from other areas; such as Birtley. And bike stands for locking bikes safely. We need plenty of free parking to encourage visitors to use the quayside.	1	

<p>I am a Gateshead resident and live at Baltic Quay which is the only residential accommodation on or near the site. When Baltic Quay was built in 2003 it was seen by the press and Gateshead council as the most important ,distinctive ,dynamic and exciting development in the North East. Now according to your analysis Baltic Quay is not distinctive and barely deserves a mention in your report. I clearly disagree with your analysis -not only is Baltic Quay distinctive & iconic but the apartments dominate the whole quayside view as seen on page 25 (4 - 6) & 24. (5-6) just look at any picture or TV programme filmed outside Newcastle Crown court and you will see Baltic Quay apartments are an iconic & major landmark on the River Tyne</p>	<p>1</p>	
<p>I know nothing about it and am unaware of it.</p>	<p>1</p>	
<p>I think the ecological 'environment' should be the priority in all such planning, followed by regard to the archaeological and historical heritage and any new development should be based on these bases.</p>	<p>1</p>	
<p>I think the Ecology should be given priority, both in terms of re-greening for air quality and climate change as well as the possibility of future flooding.</p>	<p>1</p>	
<p>I think this is an excellent opportunity to improve Gateshead Quayside which is much more improved than Newcastle Quayside. This will give the opportunity for Gateshead to outshine Newcastle and put gateshead even more "on the map". The only problem is that it is a shame that more could not be done for Gateshead town centre and high street.</p>	<p>1</p>	
<p>I think you've missed out the existing local residents and business on mill road. The road is already busy at peaks times and the development is only going to make the area busier with traffic and vehicles and there are no plans within the development to improve and upgrade transport links which will lead to the existing infrastructure deteriorating quicker.</p>	<p>1</p>	
<p>I thought we are supposed to be reducing our use of this area not adding to it, we are supposed to be reducing pollution in thus are not adding extra footfall. Until we have sorted our transport links I don't think we should be adding to the problem by encouraging more people into the area. Our basic infrastructure cannot cope.</p>	<p>1</p>	

I would like to see physical mode model with explanations of all aspects	1	
It's all right looking at this lovely development on the Quay side but should the council not be tackling the disgraceful tip in the heart of gateshead centre from the Blue Bell pub right down to Tesco area. The place is like a tip.	1	
Lack of disabled parking. As a disabled person who would have to use public transport or park at Hawks road. Public transport - most people with mobility issues dont travel by public transport because it is too exhausting. Time and effort taken to get to bus stop or metro, then to wait to change bus then walk around the quay area. Then do same in reverse. Car park Hawks road - walking from Hawks road to quayside to too much for those with mobility problems. Even if there was a bus same as above just too exhausting. This proposal discriminates against those with mobility problems as it puts a barrier up against diabled people and they will not be able to visit.	1	
lack of understanding that transport links must include vehicular transport, if improvements/upgrades to the main roads and adequate car parking provided are not undertaken with this development then firstly it will limit people who will use this development to those already living or working in the immediate area and will not bring in visitors from the wider local area, reducing the success of the development. Improvements to askew road and linking it to the A184/felling bypass at the point of east of A167/highstreet should be the first priority with multi story/Large car parks off these road and within walking distance of the development area and gateshead town centre. this would provide two factors, 1 being drawing in visitors to the new development and attendees to the proposed conference centre and other businesses and 2 by linking askew road and felling bypass with a dual carriageway would reduce traffic flow through gateshead town centre residential areas, thus helping with the scheme to protect public health and move the bulk of traffic to none residential areas.	1	
leave the car park next to the sage alone	1	
Linking with bus and metro. The Q bus can take time	1	
More accent on visitors travelling to our area by acr.	1	

Nexus believes that there is a good display of understanding around the existing context analysis, with good focus given on core bus routes around the development. Good consideration has been given around the core flows of both pedestrians and road vehicles within the surrounding development area.	1	
no mention of any PARKING issues ,surely with a 12500 seat arena ,hotels and offices there will be some ?	1	
Not clear where car parking is , so people can visit.Taxis are expensive.	1	
Not sure whether I agree with the vehicular traffic routes. As usual seems to be priority placed on cycle/pedestrian routes. Vehicles are not going away!! Will continue to be a problem as long as Newcastle/Gateshead do not look at integrating the bus/public transport system.	1	
NOTHING	2	
Once again there is a lot of emphasis on cycle paths/routes .This seems to be something that the council are VERY keen on as we have seen in East Gateshead where we have had months of disruption to the general public and pedestrians now take a back seat to the cyclists when you are on the footpath with cyclists riding side by side and the pedestrian having to jump out of the way. I also am concerned about the impact on the Sage and the effect of increased traffic on already busy roads .Also ,should we not be improving the town centre and loves of the many rather than the few.	1	
Pleased to see the development	1	

<p>Section 2.1, the Movement Network, *significantly* understates the barriers to pedestrian and cycle movement caused by the spaghetti-like road network and junctions, notably the complex major junction where the A167 Askew Road becomes Gateshead Highway and meets the Tyne Bridge, Hawks Rd/East Gate, and High Street, and all the ancillary roads/junctions which surround this. This complexity seems to be the legacy of decades of planning which has prioritised the car, and simply kept building more routes and slip-roads until all we are left with is a spaghetti junction. Pedestrians are funnelled through a limited number of routes, often waiting for quite long periods at pedestrian crossings to be able to get across 4-lane highways. The result is that it is unattractive and time-consuming to walk from the Quayside - or even the Sage mezzanine level - to the town centre/metro. There must be a paradigm shift away from the prioritisation of motorised vehicles in our planning for this and other future development. This starts by not understating the barriers they pose! In this plan, serious consideration should be given to reducing the surface area taken up by roads in and around the framework area, and prioritising direct, attractive pedestrian routes and better public transport links. These should reach out from the framework area into the surrounding areas - both the centre of Gateshead itself and other areas nearby (e.g. towards Gateshead Stadium).</p>	<p>1</p>	
<p>Spending money that you say you have not got when it comes to services in Whickham</p>	<p>1</p>	
<p>The architectural importance of the Sage. As the proposed new development is developer driven there is likely to be a desire to save money and use an inferior (relative to Norman Foster) architect. The Sage should not be hemmed in with the shed-type buildings shown in the proposals. Also the proposed giant ferris wheel and ghastly 'geordie' sculpture on the Newcastle quayside should be taken into account.</p>	<p>1</p>	
<p>The area east of the Tyne Bridge is historically too industrial, & in order to make the Gateshead Quayside more attractive we need to have more facilities. We are suffering from inner Town decline which has been evident from previous under investment over previous years. We need to address that first before people will go to Gateshead, as well as Newcastle Quayside.</p>	<p>1</p>	

The area should not be high priority when there are more pressing needs - i.e. Gateshead High Street	1	
The context for existing property holders in Baltic Quay Apartments doesn't appear to feature much. There are street views from most points of view around South Shore Road but none from the view of the apartments or the access to our parking block. It is also not clear how changes to road systems to encourage more pedestrian access (which I fully support, I walk to work from Baltic Quay to the centre of Gateshead each day) would potentially impact on residents accessing apartments or driving to work.	1	
The cost of running such a development, has the Baltic or the Sage ever made a profit for Gateshead residents or will we have to lose more amenities in our area to support this city centre development, In the past St Cuthberts village was a result of investment by the council in Gateshead which is still costing the residents now, If areas are to be redeveloped a return for cost of that development should have to be proven.	1	
The description omits the experience of using these modes of movement and of experience the environment when doing so. Ugly hotels and their need has had an impact on the environment and commuting links	1	
The fact that Baktic Quays is hardly mentioned and put in a category with Mill Rd Car Park and the temporary container development by the Tyne Bridge	1	
The green belt; there wasn't so much detail in how it was going to continue along the tyne.	1	
The importance of the Baltic Quay residential complex as an iconic part of the development of the Quayside	1	
The links to Gateshead town centre are included in reference terms, but the development should be more linked up. The fact that many people will visit via Gateshead metro or interchange for eg, & the opportunity to capitalise on that footfall and ensure their route to the Quays is enhanced at the same time.	1	
The only reason I disagree with this is because the top half of Gateshead town is a digrace	1	
The only thing I disagree with is where are cars going to park, is this going to be pedestrianised to help tackle pollution.	1	

The road structure in this area is a disgrace, improve flow of traffic first then build structures.	1	
The site is quite a big draw and currently has adequate parking but the proposal will remove a significant amount of this parking. I think it will significantly deter non newcastle and gateshead residents from attending if parking becomes an issue.	1	
The size of the multi-storey development right next to the Baltic Quays Residential blocks	1	
The whole thing seems very confusing.	1	
There are more important areas of Gateshead that needs developed	1	
There is no mention of local residents in the Baltic Quay Apartments, or the college, or other local offices and hotels and how the development will impact them	1	
This looks to be very impressive but also very costly however, there is a very unimpressive area that I think could have been improved before moving to this construction and that is the main through fare of Gateshead High Street	1	
To look at this development in light of BREXIT. I think that whatever type of local development, especially economic may fall victim to a downturn in the economy eg less disposable incomes as prices begin to rise even for basic foodstuffs after BREXIT, plus if there's a fall in tourism as a result of less people visiting the country with more difficulties for people coming from the EU then a lot of the plans for new venues such as restaurants may be far too optimistic. It may be better to wait on to see what's happening with the turn in the economy nationally after BREXIT and then revise any plans accounting for these new conditions.	1	
We tax payers need our roads, pavement and verges cleaned up. That is what we pay our rates for. I have spoken to many of my neighbours and we are all of the opinion that our home environment is more important than the Quayside. We do not benefit from anything you do down there as we do not go there. Only the young people and students get the benefit, we OAPs do not - we just pay the bills and that makes us very angry.	1	
What about parking, and the road network, because even now there are problems on the roads and not just at peak times.	1	

What is the development strategy of the .. what was the 5 bridges hotel and the ghost town of the High Street .. ?	1	
What will be the parking for the venue	1	
why do we spend millions of pounds on the comparatively small area of the quayside instead of investing in the rest of the borough and make it a pleasant area to live. Drains are blocked causing flooding, the town center is derelict, and the borough is in dire need of care and maintenance, pavements are neglected the list is almost endless	1	
Why does Gateshead council feature the Quayside in so much of there redevelopment ? This may bring money into the immediate area but why will visitors venture into Gateshead town centre? Surely more development is needed in this area. Why not more affordable rented housing which will encourage Gateshead residents to use the white elephant shopping precinct.	1	
Step 1:4.00-1:		
Q4. Do you agree with the opportunities we have outlined?		
This single response question was answered by 212 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	136	64.15%
Some, but not all	63	29.72%
No, not at all	13	6.13%
Step 1:5.00-1:		
Q5. Please tell us what, if anything, you disagree with, or if we have missed any opportunities out?		
This open response (Free text) question was answered by 59 respondents.		
Response	Number of Respondents	
Again, I don't know enough detail to comment	1	
Agree with proviso above to consider public transport and other impacts / opportunities on / for Gateshead town centre.	1	
Although I agree in principle with the idea, it is put here merely as "a potential to improve" without any detail; how, for instance, are cyclists and pedestrians going to navigate the hugely busy, dangerous and highly polluting roads such as the Gateshead Highway?	1	

As a resident of gateshead, I am really worried that this major development will refocus works away from the redevelopment of the town centre which seems to have stalled. Currently what we have is student accomodation with facilities, Where is the further development that will turn gateshead into a city!? The South bank of the Tyne is "owned" by Newcastle and has very little to do with ordinary gateshead residents. If this new "sexy" development must go ahead why not fully incorporate it into gateshead's so called town centre	1	
As above	1	
As in question 3	1	
as Q3	1	
As stated previously	1	
Be nice to see by the river brew co become permanent.	1	
Bearing in mind the proposed conference/entertainment facility capacity of 12,500 plus all the other proposed public amenities, car parking space appears to be consciously limited. The environmental aspect of excessive vehicular usage is well understood and must be managed appropriately. However, the footfall of the numbers envisaged indicates that a significant number of the people accessing the area will be from "out of town" and car parking arrangements set at inconvenient distances from the main area will be off-putting to people visiting from outside the region. Whatever our sensibilities are concerning the environmental effect of motor vehicles, we must remember that, regardless of the demands of the eco-warriors, we are a car-owning democracy and will be for sometime to come. Therefore, forcing people out of their cars could negate the very real viability and financial success of the proposed scheme.	1	
Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Can't think of anything. I am all for more sport and entertainment venues.	1	

<p>Consideration should be given to the local infrastructure in particular parking facilities, given that the proposed 12500 seat arena will inevitably create substantial traffic issues, and potential parking deficiencies, there may be an issue of venue attendees parking in the local residential or business areas, which could be a problem, ideally a multi story car park could be part of the development to alleviate the potential issue?</p>	1	
<p>Ensure all walking and cycling routes are funded to enable links with existing routes coming into the city- eg Hadrians wall routes, along the banks of the Tyne East and West, on both banks. Ensure any Public Art can be maintained and not become shabby or graffitied.</p>	1	
<p>Fully supportive of the plan - except if any of the proposed pedestrian and cycle connections, green infrastructure, public realm and spaces result in Gateshead Council acquiring or demolishing any more of the High Street South area. It would be greatly appreciated by business owners and residents in the High Street South area if links up into the Town Centre were inclusive enough to bring more footfall to the southern part as well. We've suggested it before but we will suggest it again - ski lift / cable car would be great (especially for older residents). Or even a park and ride shuttle bus from Regent Court Car Park.</p>	1	
<p>Gateshead town centre in a nightmare to walk through @ 8am people sleeping in the TRINITY car park and drunks/ under the influence</p>	1	
<p>I agree that better cycle paths are needed. We also need better cycle paths to get to the quayside from other areas; such as Birtley. And bike stands for locking bikes safely. We need plenty of free parking to encourage visitors to use the quayside.</p>	1	
<p>I believe that there are further opportunities for development to the east of the current area. In particular the area currently occupied by industrial units to the east of the Juries inn hotel.</p>	1	
<p>I don't think there is much heritage in Gateshead. I think Gateshead is trying too hard to match Newcastle. Spend money more wisely by improving people's live.</p>	1	

I strongly believe that there has already been too much money spent on this area already . Services in my area and many areas Gateshead have already been massively cut . The council really need to focus on spend and services in other parts of Gateshead . This scheme is largely vanity .	1	
I think its a brilliant cocept	1	
I think much of the development planned will be aimed at people on high level incomes who can afford to spend their money right now, but I expect there will be a lot of 'belt tightening' even amongst reasonably well-off people if the economy takes a dive and an estimated loss of 5% of gross domestic product takes effect over the next few years.	1	
I would like to see pedestrian and cycle access maximised between Gateshead centre and the site in question.	1	
it has to be solar powered less plastic in the whole of the building engery sufficient eg. lights turning off when not in use , room that will not be in constance use must be offered to business at a cheaper cost , it has to a place where you can go for acoffeee and not feel as if you are being ripped off,	1	
It's no good just developing the quayside, the town centre needs complete grass roots redevelopment.	1	
Look to Q3	1	
Metro/Rail/Street Tram access to site	1	

<p>missed opportunities in linking askew road and felling bypass. transport links must include vehicular transport, if improvements/upgrades to the main roads and adequate car parking provided are not undertaken with this development then firstly it will limit people who will use this development to those already living or working in the immediate area and will not bring in visitors from the wider local area reducing the success of the development. Improvements to askew road and linking it to the A184/felling bypass at the point of east of A167/highstreet should be the first priority with multi story/Large car parks off these road and within walking distance of the development area and gateshead town centre. this would provide two factors, 1 being drawing in visitors to the new development and attendees to the proposed conference centre and other businesses and 2 by linking askew road and felling bypass with a dual carriageway would reduce traffic flow through gateshead town centre residential areas, thus helping with the scheme to protect public health and move the bulk of traffic to none residential areas.</p>	1	
<p>Missed out an opportunity to have a Brand new Railway Station in Gateshead, right next to the area being re developed and giving Gateshead a proper Non Metro station connected to Mainline Trains.</p>	1	
<p>NA</p>	1	
<p>Nexus is pleased to see the strong emphasis on public transport connections to this development including the commitment to the promotion and enhancement of sustainable travel. The creation of stronger links between Newcastle and Gateshead will be beneficial in connecting the two urban centres. Furthermore, in line with the Nexus Planning Liaison Policy the promotion of sustainable travel is essential to the redevelopment of the Gateshead Quays area.</p>	1	
<p>No more coffee shops. Can the business on development plots be meaningful to the local area not tourism and the developments not residential</p>	1	
<p>No, you should concentrate more on established shopping areas which are being run down - e.g. Low Fell High Streer</p>	1	
<p>None</p>	1	
<p>NOTHING</p>	1	

<p>Page 28 says "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". We believe it would be worthwhile adding public transport to this sentence, as for some people walking and cycling may not be possible, and so to ensure the development does have sustainable transport public transport needs to be a key part of the Framework.</p>	1	
<p>Page 29 landmark buildings - seems to take no account of & totally disregard Baltic Quay apartments as a landmark building despite the fact that that it dominates that sector of the site</p>	1	
<p>Reduce some of the development plots and increase public spaces. Possibly even making it a riverside park.</p>	1	
<p>Road infrastructure not fit for purpose increase in traffic into major pollution scheme money would be better spent on another bridge Hepworth to Walker to by pass congestion zone</p>	1	
<p>See above</p>	2	
<p>See above Q3.</p>	1	
<p>Should be concentrating on encouraging social housing projects and giving the people of Gateshead something .</p>	1	
<p>The additional MSCP, which is completely out of kilter with existing Gateshead policies in the CSUCP and its own 'climate emergency' declaration</p>	1	
<p>The 'green' element is very limited and the suggestions for adding to it appear to be token at best; the 'public' spaces is, I think, an opportunity to not only display our historical structures but to enhance them, not by 'art' as such but by showing what they were used for and illustrating the sequences of history through to the present day - for instance, by depicting long-lost structures in murals sensitively applied. Also, the Coal Drops could be 're-created' by letting hanging plants 'fall down' like the coal would have - informative as well as healthy as Ivy is very good at cleaning soot particles from the area, as well as looking good. Whilst wanting safer ped/cyclist routes, it's not clear how it will be achieved, especially across extremely busy junctions at the bottom of the Gateshead Highway/High Street....by bridges?</p>	1	

The last thing we need at the moment is any more public art. There are hundreds more important things we need to spend money on	1	
The provision of additional car parking in a multi-story car park on Hawks Road to mitigate the loss of open parking will 'lock in' car-dependency for decades to come, and will also increase the amount of traffic accessing this road through the complex junction with the A167 Askew Rd/Gateshead Highway. This will in turn reinforce traffic patterns and make it significantly more difficult to provide appealing pedestrian routes between the town centre and the development area. The provision of additional parking should be reconsidered, and better public transport options provided instead. The comment 'the demand for public transport and the need to enhance provision' is unambitious and vague by comparison to the specific proposal of a replacement car park, and as we have seen repeatedly in the past, will almost certainly be watered down through the planning process. I urge specific commitments to be made, exceeding those which support driving: to take just one example, a commitment to a railway station close to Gateshead College with excellent walking/cycling access to both the development area and to the town centre. To make this attractive for visitors, service provision would need to be excellent - liaison with Network Rail and Northern to specify frequent trains and infrastructure upgrades as part of the franchising process, for example. There are many other similar ideas which could be developed. It is disappointing that (in comparison to car parking) no specific, concrete ideas for public transport and active transport are proposed, and this does not bode well for these aspects of the development.	1	
The whole thing seems very confusing.	1	
There is an area identified as sensitive development within conservation area on page 29 when in fact the area identified is the Helicopter Landing Site and supporting car park for HMS Calliope.	1	
There wasn't so much detail in what kind of retail was wanted in the area, but I think that most will see this as a equal opportunity	1	
These areas are always referred to as being Newcastle! As with GNR, Sage, Baltic and Hilton	1	

Too costly	1	
Traffic flow main problem. One lane from the north leading from the Tyne bridge. Second lane from north via swing bridge. The south slightly different provided the existing flyover from the south is extended and an elevated road then taken into the keys. It is one of the worst locations for traffic access.	1	
use of environmental energy saving elements essential. Possible to install solar panels and wind harvester for electrical energy? Also, tree planting and green space essential!	1	
Very much good	1	
We must address Gateshead Town Centre in CONJUNCTION with the Quayside, & not treat redevelopment of them exclusively & independent of each other.	1	
We need to have link between the town and the Quays Like the idea of Green motorways as in Copenhagen taking bike paths above the traffic? Pedestrian access from Quays is perilous. In plan not sure paths and bike lanes were freely joined up with Baltic Quays	1	
Whilst I agree with many of the Development proposals, it is somewhat surprising that any form of heavy rail access does not form part of this framework. The current road system and those proposed will be majorly gridlocked when the arena and conference centre opens, and to think that bus access will make everything okay is somewhat misguided. A heavy rail system needs to be included as part of this development framework to move the expected numbers of people accessing this area for events.	1	
You could add a viewing section at the top of the arena , for spectacular views .	1	
Step 1:6.00-1:		
Q6. Do you agree with the strategies?		
This single response question was answered by 173 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	98	56.65%
Some of them, but not all	66	38.15%
No, not at all	9	5.20%
Step 1:7.00-1:		

Q7. Please tell us what, if anything, you disagree with, or if you think we need to include anything else?

This open response (Free text) question was answered by 56 respondents.

Response	Number of Respondents	
more green grass near by bushes , gardens trees planted very important	1	
1. Parking is inadequate which means there will be a shortage and that will lead to it becoming too expensive. 2. Do not let the cyclists ride on the footpaths.	1	
Again a heavy rail station should a key component of this development	1	
Again cost is an issue the Quays always has priority enough is enough now , When the council is always cutting services such as street sweeping and grass cutting and the useless street lighting in all areas	1	
again transport links must include vehicular transport, if improvements/upgrades to the main roads and adequate car parking provided are not undertaken with this development then firstly it will limit people who will use this development to those already living or working in the immediate area and will not bring in visitors from the wider local area, reducing the success of the development. Improvements to askew road and linking it to the A184/felling bypass at the point of east of A167/highstreet should be the first priority with multi story/Large car parks off these road and within walking distance of the development area and gateshead town centre. this would provide two factors, 1 being drawing in visitors to the new development and attendees to the proposed conference centre and other businesses and 2 by linking askew road and felling bypass with a dual carriageway would reduce traffic flow through gateshead town centre residential areas, thus helping with the scheme to protect public health and move the bulk of traffic to none residential areas.	1	
Again, extend the redevelopment to encompass the high street particularly and more of the town centre.	1	

Again, just reinforcing the point, could any new / improved infrastructure draw more audiences to High Street South instead of stopping at the Park Lane crossroads. The High Street is a great stretch all the way down to the Quays - some business and residents would like this to be considered more.	1	
Any development does n't have to be 'down market' but various businesses must be able to offer customers reasonable prices and some of the ideas appear to be geared to those people with high level incomes.	1	
As a pedestrian I definitely think there should be a much 'greener' route option from the outskirts to the area in question, especially 'centre'. As for 'blue', I'm not sure what that is unless it's the drainage/SUDS into the Tyne - this is essential to mitigate against flooding BUT, MUST BE ecologically sound to avoid any more pollution into our River (now, once more, noted for Salmon and other creatures) - it must be a priority...!	1	
As a resident of gateshead, I am really worried that this major development will refocus works away from the redevelopment of the town centre which seems to have stalled. Currently what we have is student accomodation with facilities, Where is the further development that will turn gateshead into a city!? The South bank of the Tyne is "owned" by Newcastle and has very little to do with ordinary gateshead residents. If this new "sexy" development must go ahead why not fully incorporate it into gateshead's so called town centre	1	
As before	1	
As question 3	1	
Better cycle parking security	1	
Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Does the council have the money to invest in a project like this.	1	

<p>Existing roads around the proposed development are already busy and are unable to cope with the current capacity of vehicles using them, this sort of large-scale development is only going to make the issue worse and lead to longer delays and worse air pollution in the local area. It will also increase noise coming from vehicles in the area. There are no plans to improve the roads links and with increasing amounts of traffic in the area the roads will struggle to come even more and will degrade much quicker.</p>	<p>1</p>	
<p>Feel that area on SouthShore Rd should remain available for events with cycle walkways and space for Great North Run, Athletics tracks, cycle events etc</p>	<p>1</p>	
<p>Focus is on walkng and ccyling which is great but we live at 55 degress North not 45 so you won't get many in mid winter when it is lashing down and blowing a gale. Bteer think again about public Transport other than a few Buses or risk the area becoming another Traffic jam like the Metro Centre is.</p>	<p>1</p>	
<p>Forget soft landscaping. There is no horticultural or arboricultural knowledge in Gateshead Council. Plants are barely maintained and when they are they are clipped to strange shapes with hedge trimmers. Street trees are slowly being killed by the council's highway engineers tarmacing them up to their trunks. The need to keep flagship areas looking clean and well maintained appears to be lost on officers, members and the executive. Look at the Angel car park!</p>	<p>1</p>	

<p>Given the number of pedestrian movements expected on South Shore Road/Hillgate, consideration should be given to segregated cycling lanes wherever possible (rather than shared with pedestrians). Brandling Street improvements are a good start, and the character of the railway arches and cobbles should be retained. However, the location next to the busy Tyne Bridge approach, and the light industrial buildings directly north, will limit its appeal to pedestrians and cyclists. Consideration should be given to whether it is possible to repurposing or demolishing these buildings, opening out a pedestrian/cycle route that curves around the back of the curved buildings on Church Street. This would create an attractive and more direct pedestrian/cycle route to the sage and allow space for the road and arches to 'breathe'. The green/blue infrastructure strategy is good, but again is too vague on good connections to the town centre which I fear will suffer by the prioritisation of motorised traffic on the the strategic and local road network. E.g. "explore positive ways to animate routes through the viaduct, including new uses, lighting, street furniture, artwork and planting" is all very well, but it will still be unattractive given the spaghetti road network beyond - the latter needs to be rationalised and reduced. The proposals for the coal drops are good and should be developed sensitively - there is a huge potential for this heritage asset to be positively used (e.g. pop up markets, open public space, etc). Coal Drops Yard at King's Cross is one example of how similar assets have been used; obviously this would have to be appropriate to the local context. But sensitive re-use would make the rear part of the sage and the walk between the proposed new conference centre, and the town centre, much more attractive and appealing.</p>	1	
<p>Good lighting essential, possibly powered with solar panels and/or wind harvester?</p>	1	
<p>I agree that better cycle paths are needed. We also need better cycle paths to get to the quayside from other areas; such as Birtley. And bike stands for locking bikes safely. We need plenty of free parking to encourage visitors to use the quayside.</p>	1	

I think connecting the quayside to Gateshead town centre is absolutely key. Otherwise the quayside will continue to be a vibrant and successful extension of Newcastle, and Gateshead will continue to have a bleak and declining town centre. I appreciate it's a very difficult task, because of the road layout etc. But this is the most important thing to get right - probably even more important than the design of Gateshead quays itself.	1	
improve access to Gateshead town centre - A LOT!	1	
In the case plot A is used as an events hall I think the transportation strategy needs to be revised. For a 12,500 person events hall it cannot rely on walking/cycling connections to Gateshead town centre. A large multi story car park is required as a minimum. Ideal solution would be a new multi story plus new rail station close to Brandling street.	1	
Include new green spaces- not just flat grasses areas but some wilder areas with information about naturally occurring species and the other life forms they support.	1	
It is pleasing to see the reference to the importance of bus links and coach parking. With the arena and conference development, coach access and sufficient coach parking is very important and should not conflict with other uses such as car parking or service areas. Coaches (especially for events), and buses can carry up to 75 people (for larger vehicles) reducing congestion and improving air quality.	1	
It wasn't clear what roads/routes would be restricted to cars.	1	
it would appear that car parking will reduce with the removal of Baltic car park as it exists. Will extra car parking be provided?	1	
Lack of sustainable Public transit that is not road based. If large amounts of people are going to be moving in and out of the area then there needs to be a method to move them. Walking is not enough, as people will be traveling from all over Tyneside to visit. There is a railway line right next to the plot.	1	
Let's not lose money like Flower Festival which did not get the backing like Glasgow. And City of culture which cost so much to bid then Liverpool won from out of the blue	1	
Look to Q3	1	

Make sure disable people are able to park closer as these with mobility problems are too ill or in pain too use public transport or park far away Hawks road.	1	
More consideration of motor vehicle movement	1	
More public transport is needed and running later in the nighttime to support the aim to get public space used	1	
Nexus welcomes the detailed strategies around the movement of the development, however raises concerns that the pedestrianisation of some streets such as Hillgate and South Shore Road, whilst being restricted to public transport access, taxi and service access, could see potential delays to bus services such as Go North East operated Quaylink Q1 and Q2 services. This could be particularly amplified at peak times and evening times when events and leisure use is likely to be greater. Nexus would welcome working with the developers and local bus companies to mitigate the delays to bus services along this route. As stated in the Nexus planning liaison policy, if the existing public transport provision is not sufficient for the size of the development and the expected demand that the development will generate, a number of possible solutions should be considered to address this. Nexus is pleased to see that existing Go North East operated Q1, Q2, 93 and 94 services would be maintained within the movement network however as this development is likely to attract a greater number of people to this area than currently, then capacity on existing services may need consideration, working with Nexus and local bus companies should be a key part of the transport plan to ensure that the bus is an attractive option to those wishing to access this development. Further to this, outside of conventional peak time, a greater night time economy will be created which means that the extension of some bus services beyond their current hours of operation may be required to ensure that people can access and leave the development area safely and conveniently. As well as a potential increase in the capacity on buses, bus stops will need to be considered if they are fit for increased demand. This will include if shelters need to be increased in size.	1	

No need to spend the resource to develop any more cycling network around the Quayside. Spend more money for surrounding area where people can cycle to access the area safely....People don't visit Gateshead Central anyway. It's not attractive and easily accessible enough to attract people.	1	
No upgrade to existing roads which are busy all the time and will only get busier with this development.	1	
Not enough consideration of improvement to public transport for the area eg tramway or river ferries This is a chance to be really imaginative and bring the river to life as well as regenerating the quayside	1	
NOTHING	1	
Nothing v	1	
See above	1	
SEE response to Question 5	1	
South Shore Road is currently supposedly only pedestrian, Taxi and bus access. There has never been any enforcement of this. It is used as a 'rat run' by thousands of vehicles each day to avoid the congestion of other routes towards the Tyne crossings. Could residents who will be inconvenienced by building works and the eventual outcome in terms of increased car journey times be compensated by 'access only' status to south Shore Road to enable access to Tyne crossings and other routes south through Gateshead?	1	
The content of the proposals with regard to private vehicle access in terms of traffic flow and car parking provision is very woolly. From the A167 and Askew Road the route to Gateshead Quays is complicated. For large capacity entertainment venues adequate car parking and the ability for large numbers to access and exit parking areas in a short time before and after performances is essential. Without that, the success of the whole development and the important artistic outlets will be jeopardized.	1	
The MSCP, which is completely inappropriate	1	

<p>The RFCA would like to emphasise the importance of 24/7 vehicular access to this site, not just for the staff/visitors but also for maintenance where at times heavy engineering traffic which require road width to accommodate any major repairs. As a Royal Navy site the movement of Rigid Inflatable Boats using trailers to and from the site must be maintained at all times. Point 8 on the diagram on page 32 shows HMS Calliope car park as a development plot. At the consultation event the RFCA was informed that this is a graphical error and this diagram would be amended to reflect this. The RFCA request that you amend the diagram to no longer show the HMS Calliope car park as a development plot.</p>	1	
<p>The whole thing seems very confusing.</p>	1	
<p>There needs to be sufficient public parking spaces. If you want to attract people to this area you need to accept that people will want to travel there by car and will need parking spaces. Trying to increase the usage of public transport but its a simple fact that people will always use cars and so you may as well as accept it and plan for it.</p>	1	
<p>This area has had plenty of money spent on it over the last 20 years, if money is available it should be spent on Gateshead High Street which is a disgrace and Low Fell which is in decline</p>	1	
<p>This is the area that interests and troubles me - in an age when climate change is being highlighted at every turn we cannot predict with any certainty what will be happening with transportation in 10 years time. Whatever is done must have room to change within a framework or we will be left with a problem. The existing 'Arena' has good transport links- or more importantly it is easy to leave from. Your proposals dont - and I think that is not your 'fault' because traveling south east or west you are immediately into residential areas.</p>	1	
<p>To complex to gain a great understanding, without reading the whole lot, which I didn't do. I thought the new Arena was being built next to The Sage but can't see anything about it in here.</p>	1	
<p>transport</p>	1	
<p>Trinity health centre have patients that have severe disabilities and are unable with one or no legs to register there carers car ??</p>	1	

We are pleased at the discussion around public transport, and we very much welcome the restrictions on vehicle movement, but maintaining access for public transport. Whilst acknowledging the streetscape improvements which are discussed, we would be keen to ensure any such restrictions do not impede bus movements, or result in safety concerns (for example on any shared surfaces).	1	
Would need to see specific plans but have some serious concerns in relation to motor vehicle movement / access and parking provision	1	
Step 1:8.00-1:		
Q8. Do you agree with the development framework design guidance?		
This single response question was answered by 172 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	108	62.79%
Some of them, but not all	53	30.81%
No, not at all	11	6.40%
Step 1:9.00-1:		
Q9. Please tell us what, if anything, you disagree with, or if you think we need to include anything else?		
This open response (Free text) question was answered by 34 respondents.		
Response	Number of Respondents	

<p>again transport links must include vehicular transport, if improvements/upgrades to the main roads and adequate car parking provided are not undertaken with this development then firstly it will limit people who will use this development to those already living or working in the immediate area and will not bring in visitors from the wider local area, reducing the success of the development. Improvements to askew road and linking it to the A184/felling bypass at the point of east of A167/highstreet should be the first priority with multi story/Large car parks off these road and within walking distance of the development area and gateshead town centre. this would provide two factors, 1 being drawing in visitors to the new development and attendees to the proposed conference centre and other businesses and 2 by linking askew road and felling bypass with a dual carriageway would reduce traffic flow through gateshead town centre residential areas, thus helping with the scheme to protect public health and move the bulk of traffic to none residential areas.</p>	1	
<p>allow people from the north east for jobs giving them first opportunities, lots of glass and materials from the northeast bring workers in materials from the north east make it proud to be from the north east</p>	1	
<p>Another bridge is essential</p>	1	
<p>As a resident of gateshead, I am really worried that this major development will refocus works away from the redevelopment of the town centre which seems to have stalled. Currently what we have is student accomodation with facilities, Where is the further development that will turn gateshead into a city!? The South bank of the Tyne is "owned" by Newcastle and has very little to do with ordinary gateshead residents. If this new "sexy" development must go ahead why not fully incorporate it into gateshead's so called town centre</p>	1	

As a residents of Baltic Quay we are specifically concerned in relation to QB2-A plot northern parcel. It's difficult from the documents to see specific plans but Gateshead Council has historically emphasised the need in any long term future plans for a low level staggered development going down to the river and previous documents have clearly promoted this view. It is extremely alarming therefore to see the Gateshead Now newsletter which clearly shows 2 x design drawings with a high rise development on the eastern boundary running up to the northern boundary which would completely obliterate our view with a resultant serious loss in value and visual amenity as well as general amenity and quality of life. Also looking at these design drawings there would seem to be a cynical exploitation of this development opportunity in terms of obtaining the maximum benefit from the site at the expense of existing Gateshead residents which would clearly be unacceptable under any circumstances	1	
As question 3	1	
Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Design wise i think a bigger arena would be better something to compete with the likes of manchester and london. A real statement for the north east rather than increasing the size by 1,500 seats. Yes it would be a lot better than the current one but only slightly bigger, seems quite pointless.	1	
Designed with good intentions but not 100% practical.	1	
Does Gateshead actually need this project.	1	
Ensure that there is diversity in the businesses attracted- not all just more of what already exists(bars and uninspired cafes) encourage local involvement and sociability. Places to sit and picnic comfortably with segregated recycling for litter and an onus on businesses NOT to use disposable single use crockery and cutlery.	1	

I agree that better cycle paths are needed. We also need better cycle paths to get to the quayside from other areas; such as Birtley. And bike stands for locking bikes safely. We need plenty of free parking to encourage visitors to use the quayside.	1	
I don't think you've considered the impact of the proposed hotel blocking out light from the close by residential development	1	
I think that any developer should be obliged to use environmentally sustainable products as much as possible and for these buildings to be an environmentally efficient as possible. This would not only reduce the overall impact of the development but it would be a great showcase for the city to be seen as leading the way in green development.	1	
Improvements to the High Street	1	
It is currently the case that when there is an event in this area, roads are closed and buses are unable to serve the area. This is also mentioned in the document - in times of high pedestrian footfall, it may be necessary to restrict vehicle movements. We understand why this is necessary. However, this means that at times of high demand public transport is removed or restricted in the area - just when there may be an increased demand for people to use it. If it was possible to include some kind of bus turning facility at an appropriate point, this would allow buses to at least get close to the key locations at time of high demand, rather than omitting the area completely, helping ensure the area remains committed to sustainable transport even at these times.	1	
It is not covering areas that should be a priority - this scheme is a vanity project	1	
More basic information should be included. This document is aimed at planners and other professionals and written to baffle most ordinary people.	1	
NA	1	
No disabled peoples need for parking needs to be included closer to the quayside.	1	
NOTHING	1	
On paper it always looks ok but when decision makers come in they decide based on economics which result in poor visions and rendering the initial idea worthless and mediocre	1	
Please don't spoil the view with high-rise	1	

Preference should be given to local companies	1	
<p>QB2 - A plot. The splitting of this into Northern and Southern parcels seems sensible, but the service route between the two has the potential to become very unattractive due to heavy use by service vehicles. This should be prioritised for pedestrians/cyclists (if at all possible, NOT connecting it as a through route for service vehicles to the back of the Sage), and finished/landscaped in such a way that it is clear that vehicles are 'guests' in this area. Private traffic should not be permitted. QB2 - B plot. All three of these are disappointingly unambitious, though of the them Option C is most attractive - but only if this closes Church Street to traffic (as in Option B). This would enable through pedestrian routes from the front of Kent House, through the middle of the plot, towards Oakwellgate. In any option, if the north side of Brandling Street is not rebuilt/relandscaped to complement the arches opposite, it will become an unattractive alternative pedestrian route. The long building directly opposite the arches on Brandling St should be reconsidered, and opened out into public realm. QB2 - C plot. Agree strongly with: 1) need to improve pedestrian access from current use along Hillgate/South Shore Road; 2) the need to accommodate existing businesses within the redevelopment; 3) need for sensitive development around Tyne Bridge. The current containers are surprisingly attractive!</p>	1	
Re the Sage as above	1	
Take a very cautious approach, much of the hi-tech businesses depend on strong links both in the internal market in the UK but also the EU. It maybe necessary to think again about what we can expect after BREXIT.	1	
Take into account disabilities	1	
The wording of this questionnaire uses terms which a lay person such as myself cannot understand. Get rid of this jargon and ask plain and simple questions!	1	
These should be secondary considerations (if at all - unless, of course, the Council is relying on them for funding the project!?) on the whole; didn't see why that corner of land on the larger was automatically to be designated for a hotel.....?	1	
transport	1	

Very unhappy about the computer generated design for hotel (QB2-A) Initially it was stated all development would be low level. Blocks and isolates Baltic Quay. This development was seen as iconic and residents here have supported the dev on south of the river for many years. Surely must be included as part of larger development	1	
With the revenue you get from places like Whickham Low fell and Ryton why not spend our money there.	1	
You've already spent more than enough money to develop around Sage. Spend more money outside Gatehead central area. Look at the street in Ryton.....Blaydon....Street surface condition is worse than the third world.	1	
Step 1:10.00-1:		
Q10. Do you agree with the environmental considerations that should be taken into account for proposed developments?		
This single response question was answered by 168 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	115	68.45%
Some of them, but not all	44	26.19%
No, not at all	9	5.36%
Step 1:11.00-1:		
Q11. Please tell us what, if anything, you disagree with, or if you think we have missed any environmental considerations?		
This open response (Free text) question was answered by 40 respondents.		
Response	Number of Respondents	
Air quality in the area is likely to worsen as a result of increased traffic in the area as people drive to use the development - no mitigation or alternative plans in place or proposed	1	
As much recycled, repurposed, sustainable and carbon neutral strategies need to be employed with an independent external body to oversee the budget and the environmental impact of the site during planning/development and in use.	1	

As previously stated I think that there should be obligations towards green development. One thing that should be considered in the environmental impact of the increase in traffic coming into the surrounding area to park in order to attend events. There will also be the effects of the increase in traffic in the surrounding areas such as Askew road and the Tyne Bridge which are already greatly congested at peak times.	1	
Can we integrate solar panels into the roof design and draw energy from the district energy scheme?	1	
Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Care needs to be taken to allow pedestrian and cycle access and movement to continue to be free and able and not restricted in any way	1	
completely ignoring vehicular transport links is a mistake that will only limit the potential of the development and reduce its benefit for the wider area, a blinkered view that by ignoring or viewing all vehicular transport other than buses as bad is what has caused the demise of most town centres as people vote with their feet (or cars) and go elsewhere. the complexities of travel are a great motivator of a persons decision in where they will go and the more awkward you make a place to visit the less likely people will come or come back less often.	1	
Currently there is 'urban' wildlife the and the new development will see it adapt. Landscaping will exacerbate this 'rebirth'.	1	
Do not spend money you say you have not got	1	
dredging the river would be good as there is a LOT of mud and rubbish in it!	1	
Ensure that	1	
enviromental issues must be the most important recycle bins , bicycle paths, green materials , cut down on harm ful gases , new ideas and crete a lovely enviroment less plastic, food from cafe no waste eg. food banks , growing veg from the gardens around it make the garden herbs vegetables to be used . have a bus route to save	1	

parking		
Everything has to be environmental friendly in the current world.	1	
Gateshead council are pretty good when considering the environment so I have every confidence in them.	1	
have the rabbits been considered there are a lot of them running around?	1	
I have lost the will to live with this questionnaire, so will stop now.	1	
I would like to see further green spaces.	1	
If we use local community facilities which you are closing we can walk to them, to use city centre locations from around the area, we all use cars, buses or trains which are polluting the world and you environment department are trying to stop traffic going into the city centres. Also have you considered the energy to build this, this type of thinking belongs 20 years ago when no one knew the world was heating up except for Greenpeace. Ryton a village with its facilities closed, tips surround it, having green belt been built on the only open area. Gateshead council are dictating to the people who pay their wages, the tail is wagging the dog. How many Gateshead residence have ask for this development against residence asking for local facilities.	1	
If anything I think they should be greater - it should be the priority (with this and everything we do in our environment)!	1	
Lots of concrete. Should be more trees.	1	
Must be park and ride. Solar roofs. Low flush toilets. Good insulation above puny government standards	1	
NA	1	
Need to go even further towards infrastructure for alternatives for minimising pollution More public transport bike and pedestrian routes	1	

Nexus welcomes the recognition that Air Quality is a driver for change in Gateshead and Newcastle and the awareness of Government legislation. Travel by sustainable public transport plays a vital role in improving air quality and reducing congestion in the region and can also promote social inclusion and improve air quality, health and quality of life. Nexus would like to see a travel masterplan for this development to ensure that public transport is a key driver for reducing air pollution.	1	
No mention of wildlife/animals during or after. Sea birds etc are in that locality and the policies in place at the moment favour businesses and not the animals	1	
Noise pollution from the music venue will require careful consideration and planning to ensure it is not too intrusive for nearby residents	1	
Noise will be a significant issue for residents.	1	
NOTHING	1	
Please refer to my comments on access	1	
Stop wasting money and resource to develop something people don't care. I live in Gateshead but I won't visit Gateshead Central. It's eyesore and unattractive. To sum up what you are trying to do is simply "Flogging a dead horse"	1	
The air quality implications of the additional MSCP are not appropriately considered within the framework and nor have they been modelled using strategic transport models as should be required in a statutory document.	1	
The main focus appears to be road base movement, this would suggest a lack of consideration for climate change and air quality. I think a lot more needs to be done on sustainability and movement or people.	1	
There is a colony of rabbits that live next to the Sage building and there have also been sightings of foxes and birds of prey in this area. More consideration should be given to protecting this wildlife corridor to prevent complete eradication during the development which will have harmful long term effects for the wildlife.	1	

There needs to be more integrated planning around environmental, emissions, and noise considerations (including from the road network surrounding this) and the provision of parking, road access, etc. to the site. The framework talks loftily about green goals in this section, but for these to be achieved there needs to be a shift in mindset throughout the proposals to really emphasise public and active transport, and to actively deprioritise road transport.	1	
There's a dire need to improve air quality in central Gateshead.	1	
Think the impact on the birds and other wildlife needs to be of the utmost importance, they were there first after all.	1	
You aren't looking far enough ahead.	1	
You haven't taken into account the lack of knowledge and skills within the council nor the fact that there is no money for existing green areas.	1	
You should be aiming to be trail-blazing. Offering to reduce CO2 not merely be neutral. Gateshead Centre lacks greenery at present- using this whilst providing education on how it is beneficial could be a great opportunity. Have you engaged with- (for example) Wildlife Trust to get their involved and help from volunteers?	1	
Your creating more traffic congestion around that area, by not having enough space for Cars, they are a fact of life we can't live without them as we have crap infrastructure in the UK after decades of under funding.	1	
Step 1:12.00-1:		
Q12. Do you agree with the infrastructure requirements outlined?		
This single response question was answered by 164 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	103	62.80%
Some of them, but not all	47	28.66%
No, not at all	14	8.54%
Step 1:13.00-1:		
Q13. Please tell us what, if anything, you disagree with, or if you think we have missed any requirements?		
This open response (Free text) question was answered by 34 respondents.		
Response	Number of Respondents	

<p>To ensure that residents and organisations voices are heard from the outset. As residents of Baltic Quay apartments we are the only residential properties on the site and as such we would hope that Gateshead council will take account of our views in relation to this development so that our visual amenity , property values and general quality of life is not adversely affected in this process. Baltic Quay Apartments were built in 2003 and seen at the time as a landmark development “one of the most dynamic and exciting developments in the North East“.They were marketed and sold for their superb iconic position and views. The people who live and have bought properties there have invested in Gateshead and the long term development of the Quays. We would hope Gateshead council will honour that investment. Having read the consultation it would appear that despite its significance Baltic Quay Apartments is barely mentioned & having seen the design drawings on your newsletter it is clear that the developers appear to be exploiting the visual amenity of the site to the detriment of the Baltic Quay residents. Despite these concerns we are committed to Gateshead and excited about Gateshead Quays and hope you will pass on our concerns so hopefully all users of Gateshead Quays are accommodated in the future</p>	<p>1</p>	
<p>"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. " This will be an inconvenience to local residents and if it is going to happen more frequently as a result of the development this will impact on people already living in close proximity to the site</p>	<p>1</p>	
<p>(see previous responses)</p>	<p>1</p>	
<p>7.3 Delivery is woefully under-ambitious in the provision of public and active transport, given the anticipated size and scale of the development. By contrast it is more specific on the provision of a new multi-storey car park - which will encourage and lock-in car-dependency. Significant public transport improvements which have the potential to really bring about modal shift should be implemented before development even begins.</p>	<p>1</p>	

<p>Although ' a balanced approach taken to car parking and alternative means of access' has been stated, I hope the need for car parking facilities is not understated, due to the family nature and times of arena events, public transport may not be an option for a lot of attendees. Also, a number of attendees with not be from the Tyne and Wear area. The new multi story car park on Hawks Road is great to hear though :)</p>	1	
<p>Although there are good plans to increase the ability to access the area on foot. Due to poor public transport availability in some parts of the reason, particularly in the evenings, there will still be a large number of visitors using cars to access the surrounding area. Although there are metro stations within walking distance that serves much of the wider region, there are still many areas that rely on cars.</p>	1	
<p>Any changes and/or improvements to the infrastructure should not result in the demolition of any more of the High Street South Area.</p>	1	
<p>Area leading to Tyne Bridge needs drastic change. Development of shops extension of high street alternative route for cars pedestrianisation of whole area so people use shops restaurants in Gateshead not always going over bridge to Newcastle</p>	1	
<p>As a resident of gateshead, I am really worried that this major development will refocus works away from the redevelopment of the town centre which seems to have stalled. Currently what we have is student accomodation with facilities, Where is the further development that will turn gateshead into a city!? The South bank of the Tyne is "owned" by Newcastle and has very little to do with ordinary gateshead residents. If this new "sexy" development must go ahead why not fully incorporate it into gateshead's so called town centre</p>	1	
<p>As said before - push the improvement to public transport for the area Not entirely convinced that the proposals compensate sufficiently for the loss of existing car parking and vehicular access let alon allow for the INCREASE in throughput that should occur with the improved amenities - better to over provide than under estimate the need</p>	1	
<p>As the area exists- an eyesore and a dividend of previous industrial use - now it will return to urban use.</p>	1	

can the council consider more EV charging points the new car park at the back of Baltimore house doesn't have any	1	
Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Community engagement ????? There is NO community in Gateshead Quayside. There is no such thing.	1	
Ensure any disruption/building is done in as environmentally sensitive way as possible and is not protracted.	1	
Ensure that the cleaning and supervising of drainage and people sleeping in car parks are supported adequately	1	
Gateshead is currently a horrible place to drive around, the signage is very poor so that people who don't go there every day have no idea how to get around. I and a lot of people I know try to avoid driving there and now that they have removed any direct bus from the Ryton area of West Gateshead to Gateshead centre, we don't go unless we have to.	1	
Green areas/trees essential!	1	
I think these are way off the mark for modern urban planning. Rail and rapid transit need to be utilised and they simply to not feature in the infrastructure requirements. Bus lanes, just cause poor air quality as they force more cars to sit with their engines on idle, as where there was one 2 lanes, there are now only one. Also, buses run on diesels which we now know is much worse for public health than petrol. An alternative needs to be outlined in the requirements. No plan to use Moss on walls to absorb pollution, and other natural ways to improve air quality. It would appear that the Council is out of touch with what needs to be delivered.	1	
If they are executed as planned they may be ok	1	
Improve expected delivery timescales.	1	

<p>Infrastructure is all important, the present government are making all sorts of promises which I don't believe myself but if there's some inward investment coming check it through thoroughly and really meets the needs of the area. Remember whatever is promised won't match the draw down we'll have in the economy if the worst effects of BREXIT happen.</p>	<p>1</p>	
<p>lack of understanding that transport links must include vehicular transport, if improvements/upgrades to the main roads and adequate car parking provided are not undertaken with this development then firstly it will limit people who will use this development to those already living or working in the immediate area and will not bring in visitors from the wider local area, reducing the success of the development. Improvements to askew road and linking it to the A184/felling bypass at the point of east of A167/highstreet should be the first priority with multi story/Large car parks off these road and within walking distance of the development area and gateshead town centre. this would provide two factors, 1 being drawing in visitors to the new development and attendees to the proposed conference centre and other businesses and 2 by linking askew road and felling bypass with a dual carriageway would reduce traffic flow through gateshead town centre residential areas, thus helping with the scheme to protect public health and move the bulk of traffic to none residential areas. completely ignoring vehicular transport links is a mistake that will only limit the potential of the development and reduce its benefit for the wider area, a blinkered view that by ignoring or viewing all vehicular transport other than buses as bad is what has caused the demise of most town centres as people vote with their feet (or cars) and go elsewhere. the complexities of travel are a great motivator of a persons decision in where they will go and the more awkward you make a place to visit the less likely people will come or come back less often.</p>	<p>1</p>	
<p>NA</p>	<p>1</p>	

Nexus is pleased to see the improvement to public transport facilities on Hawks Road. This will bring benefits to this area. Nexus would like to see consideration taken during the delivery of the project to mitigate the effect on bus services and the diversions that will be required. Diversions are not only inconvenient to passengers but add delays to the overall service. Consultation with Nexus at the earliest possible opportunity would be preferable.	1	
No you are not addressing the real problems of Cars. Look at Strasbourg France with its modern trams and buses, hardly any traffic in the main tourist areas and the routes are well served by modern Trams. We aren't going to get Trams as the Metro is seen as our light rail network, but doesn't cover the south or West of the area. Look at the current Railway line running just south of the development area and Build a station that can serve the new developments, or risk traffic chaos everytime a major event is being held.	1	
None	1	
NOTHING	1	
Obviously, I have not read pages 53 to 57 thus my reply is irrelevant!	1	
Pedestrian routes with improved safety need to be the priority from Gateshead Town Centre to the Quays. This should include more street lighting.	1	
the lack of heavy rail within the development	1	
This does not take account of the requirements of the local community who would prefer money spent on other priorities. Clean up the town please	1	
Transport arrangements away from the centre of the development	1	
You're developing an area which roads are not fit for purpose and letting the town centre rot at the same time. Oh look folks isn't everything look wonderful forget the residents they don't matter	1	

From: SM-MMO-SH - MFA Marine Consents (MMO) <marine.consents@marinemangement.org.uk>
Sent: 12 September 2019 09:21
To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>
Subject: FW: Quays Development Framework

Dear Sir/Madam,

Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Springs mark.

Response to your consultation

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

Marine Licensing

Activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009. Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. You can also apply to the MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in England and parts of Wales. The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours. A wildlife licence is also required for activities that that would affect a UK or European protected marine species.

Environmental Impact Assessment

With respect to projects that require a marine licence the EIA Directive (codified in Directive 2011/92/EU) is transposed into UK law by the Marine Works (Environmental Impact Assessment) Regulations 2007 (the MWR), as amended. Before a marine licence can be granted for projects that require EIA, MMO must ensure that applications for a marine licence are compliant with these regulations.

In cases where a project requires both a marine licence and terrestrial planning permission, both the MWR and The Town and Country Planning (Environmental Impact Assessment) Regulations <http://www.legislation.gov.uk/ukSI/2017/571/contents/made> may be applicable.

If this consultation request relates to a project capable of falling within either set of EIA regulations then it is advised that the applicant submit a request directly to the MMO to ensure any requirements under the MWR are considered adequately.

Marine Planning

As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal areas. On 2 April 2014 the East Inshore and Offshore marine plans were published, becoming a material consideration for public authorities with decision making functions. The East Inshore and East Offshore Marine Plans cover the coast and seas from Flamborough Head to Felixstowe. For further information on how to apply the East Inshore and Offshore Plans please visit our Marine Information System. The MMO is currently in the process of developing marine plans for the South Inshore and Offshore Plan Areas and has a requirement to develop plans for the remaining 7 marine plan areas by 2021.

Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. For marine and coastal areas where a marine plan is not currently in place, we advise local authorities to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act and the UK Marine Policy Statement unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our online guidance and the Planning Advisory Service soundness self-assessment checklist.

Minerals and waste plans and local aggregate assessments

If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents below:

- The Marine Policy Statement (MPS), section 3.5 which highlights the importance of marine aggregates and its supply to England's (and the UK) construction industry.
- The National Planning Policy Framework (NPPF) which sets out policies for national (England) construction minerals supply.
- The Managed Aggregate Supply System (MASS) which includes specific references to the role of marine aggregates in the wider portfolio of supply.
- The National and regional guidelines for aggregates provision in England 2005-2020 predict likely aggregate demand over this period including marine supply.

The NPPF informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their planning regions – including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.

If you require further guidance on the Marine Licencing process please follow the link <https://www.gov.uk/topic/planning-development/marine-licences>

Regards
Andy

Andrew Softley,
Development Management,
Development, Transport & Public Protection,
Communities and Environment,
Gateshead Council,
Civic Centre,
Regent Street,
Gateshead.
NE8 1HH

4th October 2019

Dear Andrew,

Consultation Response to Gateshead Quays Development Framework

Thank you for the opportunity to provide a consultation response to the Gateshead Quays Development Framework. We have reviewed the Framework in detail, and we set out comments below on a range of topics which we feel are of relevance or have an impact on us as the statutory water and sewerage undertaker.

We welcome the production of a Framework to guide development of the Gateshead Quays area in a comprehensive and coordinated manner. This approach will ensure that opportunities for cohesive, sustainable development and critical infrastructure are incorporated across the site.

In particular, we welcome consideration of the positive role that blue and green infrastructure, including sustainable drainage, can play in the production of enhanced public realm spaces and new developments that are resilient to flood risk. The integration of sustainable drainage features within landscaped areas creates multifunctional places that offer a range of varied benefits to the community and the environment.

Northumbrian Water welcome early consultation for all proposals to ensure that suitable drainage strategies are identified to support development within the Framework area, and to enable the agreement of any necessary protection or diversion measures for existing infrastructure at an early stage.

We support the inclusion of sections that focus on flood risk and sustainable drainage within the Environmental Considerations chapter of the Framework, and consider that these principles further enforce the need for development in the area to include sustainable water management

as a core principle. It is pleasing to note that a range of sustainable drainage features are considered in the Framework, which will further broaden the range of multifunctional benefits provided by such features.

Finally, we support the promotion of water saving measures to increase the sustainability of new developments within the Gateshead Quays area, as included within the Delivery chapter of the Framework. We believe that this approach, combined with the requirement to adopt sustainable drainage techniques, promotes a holistic view of sustainable water management.

To conclude, we are supportive of the Gateshead Quays Development Framework and welcome further consultation as detailed development proposals progress. Should you have any queries, or wish to discuss our response further, please do not hesitate to contact me at laura.kennedy@nwl.co.uk, or on 0191 4196767.

Yours sincerely,

Laura Kennedy
Developer Services

Our ref: SM/AB/Gateshead

Fao Andrew Softley
Gateshead Council
Civic Centre
Regent Street
Gateshead
NE8 1HH

By email: andrewsoftley@gateshead.gov.uk

24 September 2019

Dear Sir

Response to Gateshead Council's Gateshead Quays Development Framework Document

GL Hearn Limited is writing, on behalf of the Defence Infrastructure Organisation (DIO), in response to Gateshead Council's Gateshead Quays Development Framework document.

As you are aware the Defence Infrastructure Organisation (DIO) is seeking to establish the foundation for the 'right-sized' military estate of the future. There is a strong military imperative that the quality and performance of the defence estate must be enhanced in order to sustain and, in places, improve military capability.

There has been a Royal Naval presence on Tyneside since 1905. HMS Calliope is home to the Royal Naval Reserves and the unit recruits right across the North East of England - from the Scottish Borders to the River Tees. The unit's long association with Tyneside was formally recognised in 1985 when HMS Calliope was awarded the Roll of Honorary Freeman of the City of Newcastle. To confirm, there are no Navy plans to relocate from HMS Calliope during the period of the Development Framework document, i.e. before 2030.

As such, we welcome the Council's recognition of HMS Calliope's continuing role as an operational military use. I would also appreciate if myself and colleagues from the DIO can meet with you to discuss how HMS Calliope's current role sits alongside other uses planned for the area. Please can you let me have some dates in late October and early November when we can meet.

Yours sincerely



Steve McGavin
Planning and Development Director

steve.mcgavin@glhearn.com



RFCA
Reserve Forces' & Cadets' Association
for the North of England

From: Paul Evans | Deputy Head of Estates |
North of England RFCA | 53 Old Elvet | Durham DH1 3JJ | Tel: 0191 3836278 | Mob: 07939 624973 |
e.mail: ne-estatesdep@rfca.mod.uk | www.rfca-ne.org.uk |

Mr Andrew Softley
Development Management
Development Transport & Public Protection
Communities & Environment
Gateshead Council
Civic Centre
Regent Street
Gateshead
NE8 1HH

Dated 30/09/2019

Reference: **Gateshead Quays Development Framework – HMS Calliope**

Dear Mr Softley,

I attended a consultation event at St Marys Heritage Centre, Gateshead on Thursday 26 September 2019 and I am now in a position to comment on the proposed Gateshead Quays Development Framework.

The Reserve Forces and Cadets Association (RFCA) act as the Landlord for HMS Calliope that neighbours the proposed development site. Whilst The RFCA is supportive of local commercial and cultural attractions there are a number of issues I would like to bring to your attention. Section 4.1 (Access and Movement Strategy) point 1 refers to Hillgate/South Shore Road in that this route is envisioned as a pedestrian and cycle priority with restricted vehicular public transport, taxi and service access. Section 4.3 (Proposed Key Street Principles) goes on to state that Hillgate/South Shore Road presents an opportunity to enhance a strategic east-west pedestrian cycle prioritised movement through and beyond the framework.

HMS Calliope is a very busy strategically placed Naval Base that is RFCA Freehold for the main building, and long Leasehold for the car park. This is a multi-occupied site which also includes the Tri Service recruitment cell for the North East region which in itself creates a large footfall during frequent interviews. The RFCA would like to emphasise the importance of 24/7 vehicular access to this site, not just for the staff/visitors of but also for maintenance where at times heavy engineering traffic which require road width to accommodate any major repairs. It must also be noted that this a Naval Reserve unit so vehicular access is not limited to a typical working day, the site is used evenings and weekends. Vehicular access to HMS Calliope must be maintained throughout the development phase and beyond completion. It must also to be noted that HMS Calliope has a registered Helicopter Landing Site that must remain operational through the development phase and beyond completion.

Section 4.1 (Access and Movement Strategy) point 8 on the diagram on page 32 shows HMS Calliope car park as a development plot. At the consultation event the RFCA was informed that this is a graphical error and this diagram would be amended to reflect this. The RFCA request that you amend the diagram to no longer show the HMS Calliope car park as a development plot.

Finally please include the undersigned in any further consultation events in relation to the Development Framework.

Yours faithfully

Paul Evans
Deputy Head of Estates

From: Heather Evans <heatherevans732@gmail.com>
Sent: 01 October 2019 16:22

To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>

Subject: Gateshead Quays Development Framework

Andrew

Further to my phone call, a few comments on the way cycling is referred to in the document. However, the continuous mention of cycling throughout the document is really appreciated.

Page 6 says

iv. The provision of a primary pedestrian route through the site to ensure improved pedestrian and cycle access from Central Gateshead to the riverfront;

Page 32 lists many routes that are for pedestrian and cycle movement. **Could this say:**

*iv. The provision of **primary pedestrian/cycle routes** through the site to ensure improved pedestrian and cycle access from Central Gateshead to the riverfront?*

Page 28 says

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;
- 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;

Could this say:

The Gateshead Quays Development Framework will:

- Promote and enhance sustainable transport by developing a strong pedestrian/**cycle** friendly network **of** routes linking the area to Gateshead town centre, Newcastle and future development areas;
- Increase interaction with Gateshead's riverfront - through enhanced routes along Hillgate/ **South Shore** Road and to the **riverfront** from Gateshead town centre, **with** further opportunities to interact with the **riverfront** at Hillgate Quays and ensure views of **the** Tyne Gorge are enhanced;

Page 34 (large photo) & page 35 (first photo)

Sets and cobbles aren't suitable surfaces for cycle routes.

Page 56, Infrastructure Requirements

The first heading is Improved pedestrian routes. The second heading is Cycle routes parking and facilities, but under this all it lists are two routes, with no mention of parking and facilities.

Page 32 lists the pedestrians/cycle routes so it would be more consistent if Improved pedestrian routes could be changed to Improved pedestrian **and cycle** routes and the relevant routes that are for pedestrians and cycles listed here.

Any routes that are pedestrian only could be put under another heading, perhaps Pedestrian only routes

Cycle parking. I can't recall this being mentioned elsewhere in the document. Should a separate paragraph be included and if necessary a separate heading under Infrastructure Requirements? (See below also). Cycle parking is often an afterthought so it really needs to be made clear to developers that visitor cycle parking needs to be in the most suitable locations, to be as secure as possible, and undercover. Workplace cycle parking needs to be even more secure.

Page 56, Adjacent to the Framework Area

New multi storey public car parking. Would this be a good place for cycle parking and electric bike charging points?

Primary and secondary pedestrian route improvements are mentioned but there is no mention of primary and secondary **cycle** route improvements. Under this heading, the relevant cycle routes mentioned in other sections of the document really need to be included.

If I can help further please do say.

Heather
Cycling UK

Sent: 19 September 2019 21:45
To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>
Subject: Gateshead Quays

Sir,
My views on Gateshead Quays, in a word **Disgusting!**

Every single initiative or money based scheme in Gateshead ends up down by the Baltic, sage, quayside while the rest of Gateshead looks like a newsreel scene from Libya.

Apart from Trinity square, the rest of Gateshead town centre, mainly the high street is an embarrassment. I go down the Quayside nearly every Sunday morning for a walk and a drink and meet hundreds of people visiting Gateshead on Stag party's, walkers, cyclists etc. Whenever I talk to people who have visited they have never gone up Bottle bank towards Gateshead, even the ones who stay in the Hilton have told me that they have walked as far up as the arches at the bottom of the high street and gone no further. When they ask me if I am local I am ashamed to say I come from Gateshead.

In a nutshell there is nothing in Gateshead to attract anyone to the town centre. Empty shops, some of which have stood empty for 15 -20 years (Geo Wilkes) at the top of the high street is an example, the empty space where Gateshead Odeon used to be, the rows of closed down and run down pubs, the fast food and charity shops, need I go on. It's about time the council grabbed some of these landlords and made them either tidy their premises up, pull them down or purchased them through compulsory schemes and did something with all the derelict properties.

Even the newer premises around Trinity square contain more empty buildings than operating shops, probably I suspect due to unacceptable business rates, some of those premises have never been occupied since the square opened.

Even small towns like Birley, Chester-le-st, have decent high streets with a good selection of shops.

I have lived in Gateshead for 70 years, and remember when the high street used to be a bustling place.

With regard to the plans, a new hotel! The Hilton would be less than 500 yards away, the Jury inn would be less than 200 yards away, the Copthorn less than 200 yards away, how many hotels can one small space hold. An arena!, the sage holds all the necessary events, and the O2 is only a couple of miles away. Offices! I worked for the civil service and vacated the offices in Bede house at the end of Sunderland road in 2007, they are still standing empty 12 years later having never had any tenants. We moved from there to Aidan House at the Newcastle end of the Tyne Bridge, we were only in there 1 year and moved out in 2008, they stood empty for at least 9 years.

Any tourism that was attracted to the Gateshead side of the river at the quayside is just a stop off place for people to drop off their luggage then go and explore Newcastle, so nothing comes to Gateshead or the townspeople of Gateshead.

It is about time the council actually thought about Gateshead as a town and not as a subsidiary of Newcastle tourist board. Sort out Gateshead town centre and the rest of Gateshead and stop spending every single penny of the budget on the quayside.

There is more to Gateshead than a couple of acres of land down by the river.

I am sorry about the length of this but you did ask for views, and as you can see I am quite passionate about it. I did fill in the last survey on Gateshead, but it does not matter how many surveys you have nothing changes, it seems to me that the surveys seem to be a "tick box" exercise because whenever I talk to people about Gateshead everyone says the same thing "the high street is disgusting", so I don't think I am in the minority of Gateshead residents.

Yours
John Quinn

Sent from [Mail](#) for Windows 10

Sent: 19 September 2019 23:28
To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>
Subject: GATESHEAD HIGH STREET

Dear MR Softley

I have just been reading your very impressive plans for Gateshead Quays. I also get regular copies of the Gateshead News, but I can't understand why Gateshead High Street is never mentioned. The street is a shameful embarrassing dump. Three years ago I wrote to Martin Gannon asking what the plans were as I had visitors from America who had lived in Gateshead 30 years ago, and they couldn't believe what a rub down shambles it was. Nothing has changed, although I was assured plans were afoot and it was all ongoing. Do you have any real idea at all of what the High Street looks like to strangers when you come up from the Quayside on the 51 Bus? I have a friend comprising a report on worst High Street in the North East, and Gateshead is well in the running. All the glossy hype is a waste of time, if you can't sort out the basic town centre street. I would be interested to hear if there are any plans to look at.

Yours sincerely

Susan Glen
Sent from [Mail](#) for Windows 10

Sent: 20 September 2019 09:09

To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>

Subject: Re: Give your views on Gateshead Quays, Recycle Week, jobs and more

Andrew hi,

The plans for Gateshead Quays are excellent and I've been following them closely.

As a Gateshead resident, I am delighted to see more regeneration on the Quayside.

Could you advise who I would get in touch about career opportunities down the line please?

I'd be looking at Marketing, Operations and Management roles.

Many thanks
Sam

Sent: 23 September 2019 13:20

To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>

Subject: BALTIC QUAYS: Arena development (plus 2019 Calendar in Reception)

Dear Mr Softley

This morning I popped into Civic Centre to personally speak with one of your planning team re: the Gateshead Quays, in particular the impact it would have on the Baltic Centre for Contemporary Art's footfall and its immediate environment..

A lady called Sarah from your department allowed me to peruse the detailed proposals in your reception area and gave me your email address (send on my gratitude) whilst there. I suppose I expected to see a big display in the downstairs lobby with a comments board perhaps? Or did I miss that? If yes, I sincerely apologise.

Anyway, I have followed old Baltic's progress and have worked there since its opening - though essentially it's been a massive part of my life for nearly 28 years!* (see *below*) and so the potential use of the land nearby has concerned me very much.

I really never felt any great issue about the car park facilities from a practical standpoint, however looking from Baltic's Level 5 it is refreshing to see the lush green area as do our visitors when we speak to them.. and I can't help thinking that so much building work will encroach on such an outstanding and wonderful viewpoint.

I'm all for sympathetic construction and I honestly DO feel you have been thorough with regards the environmental impact, I just may be a little anxious about the lack of a REAL and green and open landscape to enjoy and yes, even escape the urban infringement that looks like each and every tiny plot of land has to be filled.

MY PROPOSAL:

We could scale down this overbearing events Arena straddling the entire space between the Sage and Baltic and instead a smaller multi-functional Hall solely on the former Baric Systems factory site with its entrance ideally located opposite Gateshead College especially for public transport links.

This done, the old South Shore road car park would be given over to a smaller outdoor stage area like the giant wheel you had for the Tall Ships, acrobatic entertainments, more zip wire routes etc, but more especially this smaller area would be to allow greenery to flourish and less congestion. Newcastle, I'd imagine would be quite envious of Gateshead being far more ecologically minded.

We'd be offering so much more of a welcome and stress-free walk along the already gorgeous quayside; with quieter wholesome perhaps tree-lined pathways between venues? Plus you can even imagine this would entice more people to want to live around the river's edge if this was the case..

I do hope I've not totally frowned on your plans. I do think everyone's opinion is vital in this case because I love Baltic, I can't help feeling that that green and pleasant view will be gone or very heavily compromised..

Thank you for taking time out to read this and look forward to hearing from you.

With kind regards

Elaina