

Gateshead Exemplar Neighbourhood



Exemplar Neighbourhood Masterplan and SPD

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01

Introduction

1.01 Introduction

Purpose of Document

The Masterplan and SPD has been produced to ensure compliance with the Council's Core Strategy and Urban Core Plan (CSUCP), Masterplan.

Policy CS2 requires that the Exemplar Neighbourhood site is brought forward in accordance with an approved masterplan to demonstrate a comprehensive and coordinated approach to site development and infrastructure provision. Future planning applications will therefore be required to be in accordance with this masterplan.

Supplementary Planning Document (SPD)

The SPD should be read alongside policies SG1 and SG2 of the CSUCP and provides expansion and clarification on these. The SPD is a material consideration for planning applications.

The Exemplar Neighbourhood Masterplan and SPD has been prepared on behalf of Gateshead Council with a purpose to support the delivery of the Exemplar Neighbourhood and to assist Gateshead Council when determining future planning applications within the Exemplar Neighbourhood Area.

The Exemplar Neighbourhood (referred to as Ex Ne hereafter) is a key part of delivering the aims and objectives set out in the adopted Urban Core Plan for Gateshead. The Ex Ne is strategically important by virtue of its location on a key movement corridor within the urban core and adjacent to the centre of the Gateshead. It is also a key site identified for delivering new homes.

This Masterplan and SPD is informed by market engagement alongside a detailed analysis of site constraints to ensure a deliverable Development Framework Masterplan. The key features of the Masterplan and SPD include the provision of

- Approximately 1000 new homes at 50dph across the site in compliance with policy SG2 of the CSUCP
- Significant formal and informal recreation space, and landscaped areas
- A network of pedestrian and cycling routes

The Masterplan and SPD includes an indicative phasing strategy for the development.



View looking east from car park to rear of High Street South under elevated highway towards Tynegate Towers.

Gateshead Exemplar Neighbourhood



01 Introduction

1.02 National Planning Policy Context

The NPPF states (paragraph. 7), that the purpose of the planning system is to contribute to sustainable development. This is expressed in economic, social and environmental terms (paragraph 8).

The NPPF provides more detailed guidance on the various topic areas arising from the core principles. The most relevant of these topics are considered below in the context of the Development Framework SPD.

'Building a Strong, Competitive Economy': Shows that the Government is committed to ensuring that the planning system does everything it can to support economic development (paragraph. 81). As part of this planning decision should help create the conditions in which businesses can invest, expand and adapt.

'Promoting healthy and safe communities': Identifies the need to create healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.

'Promoting Sustainable Transport': The NPPF notes (paragraph 107) that when assessing sites for development appropriate opportunities are given to promote sustainable transport modes that safe and suitable access can be achieved for all users and any significant impacts from the development on the transport network can be effectively mitigated.

'Delivering a Sufficient Supply of Homes': The primary objective of this topic area is to significantly boost the supply of homes.

'Achieving Well-Designed Places': The NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places to live and work and helps makes development acceptable to communities.

National Model Design Code

The National Model Design Code provides guidance on the production of design codes, guides and policies to promote successful design expanding on the 10 characteristics of good design set out in the National Design Guide, which reflects government priorities and provides a common overarching framework.

1.03 Local Planning Policy Context

The Development Framework (SPD) has been prepared in accordance with Policy SG2 and CS2 of the Urban Core Plan and is in conformity with the other policies in the Core Strategy and Making Spaces for Growing Places (MSGP). Future development proposals within the Ex Ne will be expected to be in accordance with the updated Development Framework (SPD) to ensure that policy CS2 is complied with. The development Framework (SPD) will also provide further guidance in relation to Policy SG2.

Where specific on site or viability issues would necessitate departure from the Masterplan, this must be clearly justified and agreed with the Council at application stage, in accordance with paragraph 58 of NPPF.

Policy SG2 The Exemplar Neighbourhood Key Site

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

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

3. On Council-owned land development will:

- Achieve the minimum space standards set out in English

Partnerships Quality Standards: Delivering Quality Places, Revised: from November 2007 or equivalent,

- Use of Building Research Establishment Green Guide materials at ratings between A to C or equivalent, and
- Deliver a good level of sustainability required by relevant government schemes/guidance, aspiring to achieve zero carbon.

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

5. In accordance with Policy GC1, proposals within the High Street (south) Area may also incorporate large floorplate retail development which cannot be accommodated within the Primary Shopping Area. Such proposals should, in accordance with urban design principles set out in Policy UC12 and the Ex Ne SPD, be part of a mixed use development of an appropriate high density urban form.





Exemplar Neighbourhood sub areas

01 Introduction

1.04 Location and Sub Areas

Six sub areas have been identified for the purposes of this Framework including the following:

High Street South

High Street South is located south of the primary shopping area and is bounded by the A167, High West Street and Charles Street. The area extends west to High West Street and eastwards to the Gateshead Highway. It's southern boundary is defined by the 5 Bridges Roundabout where Durham Road, Old Durham Road and the B1426 converge. The northern extent of the sub area is defined by Charles Street.



View looking south along High Street South

Chandless / Sunderland Rd

Located adjacent to Park Lane and east of Gateshead Highway, Chandless is a cleared site which previously contained several high rise tower blocks and maisonettes alongside a primary school all of which have been demolished. The previous road infrastructure remains intact with Lindsfarne Drive providing vehicular access from Park Lane to the former Heaton paper Company site. This area includes the former Go-A-Head bus depot site adjacent to Sunderland Road which is to be developed as a Community led housing scheme.

Freight

Freight is located to the east of Chandless and is bound by Park Lane and the railway line which creates a physical divide between Chandless and Freight. The land has been cleared and various remediation works undertaken in preparation of housing. Planning permission has been granted for residential development as part of Gateshead Regeneration Partnership. There is also a 1960s building fronting Park Lane which is within the Neighbourhood boundary.

St James

To the east of the Freight area are two car showrooms which fall outside the Freight Planning Application boundary and within the Ex Ne boundary.



View looking south over Freight site from Park Lane

Tynegate

Within this part of the Ex Ne are three tower blocks, one of which has been converted to residential apartments (Chad House). The middle tower block (Bede House) is currently in use as private school (temporary planning consent) serving the nearby orthodox Jewish community and Aiden House is an office block with a number of vacant floors. South of these buildings is a large grass area enclosed by well-established trees, the B1426 and Gateshead Highway

Civic

The Civic Centre sub area is located east of High West Street and West of High Street and includes the Police Station, Law Courts, Royal Mail Delivery Office and Matalan shop. Regents Court is large 1960s apartment block opposite the civic centre and Warwick Tower another high-rise apartment block. The majority of the buildings in the civic area have been constructed in the last 60 years and are distinct free-standing higher rise buildings.



View looking towards Chad House

01 Introduction

1.05 Approach and Methodology

The Development Framework (SPD) has been subject to a rigorous masterplanning approach to establish key design principles taking account key constraints and market advice. A series of options were prepared and tested as part of the design process to inform the production of this SPD. The preferred design option is reflected in the illustrative masterplan contained within this document.

1.06 Purpose and Status of Masterplan and SPD

This Exemplar Neighbourhood Masterplan and SPD (originally adopted in 2013) is an updated document to reflect the adoption of the Core Strategy and Urban Core Plan in March 2015, and Making Spaces for Growing Places in February 2021. The Development Framework (SPD) has been prepared in accordance with Policy SG2 and CS2 of the Urban Core Plan and is in conformity with other policies in the Core Strategy and Making Spaces for Growing Places (MSGP). Future development proposals within the Ex Ne will be expected to be in accordance with the updated Development Framework (SPD) to ensure that Policy CS2 is complied with. The Development Framework (SPD) will also provide further guidance in relation to Policy SG2.

Masterplan

Policy CS2 requires that the Ex Ne site is brought forward in accordance with an approved masterplan to demonstrate a comprehensive and coordinated approach to site development and infrastructure provision. Future planning applications will therefore be required to be in accordance with this masterplan.

Where specific on site or viability issues would necessitate departure from the Masterplan, this must be clearly justified and agreed with the Council at application stage, in accordance with paragraph 58 of NPPF.

Supplementary Planning Document (SPD)

The SPD should be read alongside policies SG1 and SG2 of the CSUCP and provides expansion and clarification on these. The SPD is a material consideration for planning applications.

1.07 Vision

The over arching vision for the Ex Ne is as follows:

To create a sustainable health enabling residential neighbourhood close to the centre of Gateshead providing a high quality of housing which differentiates itself from other new housing in and around Gateshead by offering excellent levels of design and low carbon housing in a highly desirable neighbourhood. Accommodating a wide range of homes including intergenerational housing the neighbourhood will provide attractive spaces for people to recreate and socialise alongside green routes to encourage walking and cycling

This vision is in alignment with that set out in the Core Strategy Urban Core plan.

1.08 Structure of the document

The Masterplan and SPD contains a further four sections as follows:

Section 2 provides a site analysis of the Ex Ne area and the sub areas which are within the Masterplan area

Section 3 sets out the vision for the Ex Ne and strategic development principles which will be applied across the area. This section also includes the Masterplan which is supported by a more detailed explanation of the key elements relating to:

- Access and movement
- Built Form
- Landscape and green infrastructure
- Community facilities
- Utilities and infrastructure

Section 4 identifies key themes which underpin the design approach and sets out the illustrative masterplan.

Environmental considerations that future developers need to take into account is set out in section 5. Phasing is considered in section 6 and a high level design guide for future development contained within section 7.



Indicative CGI looking south along High Street South

02

Site Analysis

2.01 Introduction to Exemplar Neighbourhood Framework Area

This chapter provides an analysis of the Ex Ne. It considers the historic context of the area along with the current appearance of the sub areas which make up the Ex Ne. Constraints and opportunities are considered.



02 Analysis

2.02 Historic Context

An in depth understanding of the historical context of a place is essential, in order to establish how and why its physical structure has evolved over time. Historic maps identify the development of the High Street with key routes and barriers already established by the train line, High Street and Sunderland Road (then 'Turnpike') as early as 1835.

In the mid-1860s there was a significant push in the construction of large housing estates, with the first version of the Chandless estate built between 1866 and 1869. This terraced housing along with the Tyne Nail Works, tramway and theatres and other commercial enterprises – are identifiable on historic maps dated 1897.

In 1949 development land for housing was in short supply and in 1956 the 'Dickensian district' of Chandless was cleared to develop new housing knocking down a series of terraces where overcrowding was prevalent.

The new Chandless estate was completed in 1962 and reflected a surge in high rise 1960s tower blocks with four storey maisonettes between. These tower blocks and maisonettes were demolished 6-8 years ago due to structural problems and the general quality of this accommodation. A tower block to the rear of the High Street was one of the last demolitions.

The Gateshead flyover defines the eastern edge of the High Street South sub area and was constructed in the 1970s. The long term aspiration is for removal of the fly over to create a City Boulevard. The condition and structural integrity of the fly over will be key to when this will be removed although this is not expected to happen in the short to medium term.



Historic aerial view dated 1959



Historic Picture from Grahamsley Street to Chandless Street



Historic picture showing William IV pub on the junction Grahamsley Street



Gateshead Flyover during construction 1960's



Historic High Street picture dated 1886



Historic photograph of Chandless prior to demolition in the 1960's



Freight 1985

02 Analysis

2.03 The Exemplar Neighbourhood Today

The following section provides an overview of the area including a description and analysis of each sub area.



Aerial view



Current Picture from Grahamsley Street to Chandless Street



Current picture showing William IV pub on the junction Grahamsley Street



Current photograph of Gateshead flyover with Aidan House beyond



Current High Street South buildings



Current photograph of Chandless



Current photograph of Freight

02 Analysis

2.04 High Street South Today - Photographs

On the western side of the High Street there are two Public Houses and a mixed use (residential and commercial) three storey unit as well as several gap sites which are the result of localised clearance programmes. Some such areas have been made into pocket parks, though these don't appear to be well used. On the eastern side of High Street South there are a number of retail premises including a Food store, newsagent, several pubs, tattoo parlour, former bookmakers and hot food takeaways. A number of shop frontages are closed up behind roller shutters during the day either because they only operate on an evening or they are vacant, both of which contribute to a negative perception of the area. Behind the retail units is an area of cleared land that previously housed the Chandless maisonettes. Collectively this area lacks harmony and results in an unappealing commercial / retail environment.



Photograph location diagram



1. View looking west along Charles Street



3. Looking west from Chandless Street



5. Car parking adjacent to St Bede's Drive



2. Looking north along High Street South



4. Charles Street Car Park



6. View looking north along High Street South from Gateshead Highway

02 Analysis

2.05 High Street South - Constraints and Opportunities

The High Street South area is well located in terms of proximity to Gateshead Town Centre, Trinity Square and the Gateshead Transport Interchange. To the east of High Street South are several terraced blocks with retail /commercial ground floors and residential above. Many of the properties have been substantially altered over time creating an incoherent mix of shop fronts many of which are of poor quality.

The physical condition of many properties is poor with a number of low quality shop frontages as well as properties with roller shutters that are pulled down either all day or during daytime operating hours. This denotes an absence of activity and contributes to a non-vital, non-vibrant streetscape, compromising feelings of safety.

Where appropriate some selective demolition has taken place, as reflected in the photographic evidence. Piecemeal redevelopment of such sites would not address the fundamental problems of the area which requires coherent, comprehensive and co-ordinated regeneration whilst respecting certain constraints such as existing infrastructure.

Nevertheless, in terms of the underlying structure of the area and existing road layout and services there is an opportunity to create plots and parcels of land that can accommodate residential development that will radically change the appearance of the area whilst creating a legible form of development, working with the existing pattern of roads and urban structure.

The metro line passes underneath the High Street South area and there is an air shaft to the metro line located to the east of the properties on High Street South. There is an easement to the

Key:

- Existing street trees
- Existing bus stops
- * Supermarket location
- * Built 'landmark'
- Future developments
- Existing landscaped route
- Existing cycle route
- District Heating
- Sewage/water mains pipe
- Metro line underground
- M Metro station
- Metro vent
- Electricity sub station
- H Sunderland Road Bus Link



Diagram showing approximate location of local facilities and area constraints

02 Analysis

2.06 Chandless Today - Photographs

This part of the Ex Ne area forms an area of overgrown grass and cleared sites. The road infrastructure remains in situ and the land can come forward for development as an earlier phase of development. The Gateshead Flyover is located adjacent to this area and any proposals need to take account of the long term aspiration to remove the flyover.



Photograph location diagram



1. View looking east towards elevated Gateshead Highway



2. Looking under elevated highway from eastern edge of area



3. View looking east towards Lindisfarne Drive



4. View south along Eldon Street



5. View northwards along eastern edge adjacent to railway line



6. View from Park Lane looking south onto north eastern corner of area

02 Analysis

2.07 Chandless - Constraints and Opportunities

Chandless is bound by Park Lane to the North and Sunderland Road to the south. A primary school and two high rise tower blocks were previously located on this part of the Ex Ne. These were demolished along with maisonette blocks adjacent to Lindisfarne Drive. This has left a series of overgrown parcels of land which are dissected by the remaining road infrastructure (Lindisfarne Drive) which links Park Lane with Sunderland Road. At the end of Eldon Street is the site of the former Heaton Paper works. The general appearance of the area is of a neglected over grown area of land.

The main opportunity relates to the cleared nature of the site and the ability to bring forward this area for development quickly. The area also benefits from having a prominent frontage facing toward Park Lane. Key constraints relate to the elevated highway, existing trees around the perimeter of the site and existing services along with the metro line easement.

Key:

- Existing street trees
- Existing bus stops
- ✱ Supermarket location
- ✱ Built 'landmark'
- Future developments
- - - Existing cycle route
- District Heating
- Sewage Pipe
- Metro line underground
- M Metro station
- H Sunderland Road Bus Link



Diagram showing approximate location of local facilities and constraints

02 Analysis

2.08 Freight Today - Photographs

Freight is a large cleared site which will be developed by Gateshead Regeneration Partnership (GRP). Planning approvals has been secured and site works are due to commence with a first phase of development for 60 houses. The wider development will result in 300 new homes presenting an improved frontage to Park Lane.



Photograph location diagram



1. View looking south over Freight Site from Park Lane bridge



3. Exsiting building fronting Park Lane



5. View looking west along St James Square towards Freight



2. View west from St James Road



4. Looking east across the Freight site



6. View south from St James Square towards Freight

02 Analysis

2.09 Freight - Constraints and Opportunities

Located adjacent to Park Lane the Freight site has been cleared in preparation of new development. It is bound to the west by the railway line and to the east by St James Road. Two car showrooms are located on the corner of St James Square and Park Road. These fall within the Freight sub area but do not form part of the Freight Planning application. On Park Road there is also a three storey flat roofed building which contains a coffee and homeware shop.

Planning permission has been granted on the Freight site for 300 new homes. This is overlaid on the plan opposite to show the approved plans and how it relates to the wider area.

Key constraints include noise from vehicular traffic and the nearby railway and metro line to the west.

Key:





-  Built 'landmark'
-  Future developments
-  Landscaping / POS
-  Cycle route



Diagram showing approved GRP layout within Freight sub area

02 Analysis

2.10 Tynegate Today

Tynegate sits to the south of Chandless. The three tower blocks are well maintained and Chad Tower has recently been converted for residential use and reclad externally. The green space to the south is dissected by two pedestrian routes. The elevated flyover to the west is a prominent physical feature. Tynegate contains several high rise tower blocks and an area of green space adjacent to the five bridges roundabout. To the front of the tower blocks and adjacent to Gateshead Highway is a grassed area enclosed by trees. Tynegate is highly visible from the surrounding road network.



Photograph location diagram



1. View of Tynegate tower blocks looking south east



4. View looking south east along Sunderland Road



2. View from green space towards Sunderland Road



3. View looking towards Chad house



5. Green space adjacent to Gateshead Highway and Sunderland Road

02 Analysis

2.11 Tynegate Constraints and Opportunities

The constraints include the flyover, well established existing trees around the perimeter and the high rise tower blocks. The large green space to the south of the tower blocks is an important development opportunity. Two tower blocks also have the potential to be converted for residential use. There is a need to integrate pedestrian routes and for any development to ensure it presents an attractive frontage to the surrounding road network. The Sunderland bus link is located immediately to the north west of the area providing an improved pedestrian and cycle link with High Street South and improving bus connectivity with the town centre.

Key:

- Existing street trees
- Existing bus stops
- ✱ Supermarket location
- ✱ Built 'landmark'
- Future developments
- Existing landscaped route
- - - Existing cycle route
- District Heating
- Sewage Pipe
- Metro line underground
- M Metro station
- H Sunderland Road Bus Link



Diagram showing approximate location of local facilities and constraints

02 Analysis

2.12 Civic Today - Photographs

The western edge of the High Street South has a more civic function related to the police station, law courts, and civic centre to the west. The Council has acquired the former Gloucester pub. North of the police station Warwick Court is a high rise residential block and Regents Court is a Gateshead Housing apartment block.



Photograph location diagram



1. View northwards from five bridges roundabout



3. View looking north towards law courts from High Street



5. Former Gloucester Pub and tower block from High West Street



2. View towards Matalan store



4. Police station from High West Street



6. View west along Ann Street

02 Analysis

2.13 Civic - Constraints and Opportunities

The Civic Area contains a number of existing buildings including the police station, law courts and two apartment blocks. High West Street is at a higher level than Ann Street. A sewage pipe and a district heating pipe run along Anne Street from High Street to High West Street. There are a number of well established trees around the perimeter area. Regent's Court is a dominant high rise building which overlooks the Charles Street car park and former Gloucester Pub site. The existing road network will define future development parcels. Due to existing building uses including the police station and law courts redevelopment of this part of Ex Ne is not expected in the short to medium term. The central location of this area close to the town centre present an important opportunity for example the close proximity to Gateshead Transport Interchange and Trinity Square.

Key:

- Existing street trees
- Existing bus stops
- ✱ Supermarket location
- Built 'landmark'
- Existing cycle route
- District Heating
- Sewage Pipe
- Metro line underground
- M Metro station
- Sunderland Road Bus Link



Diagram showing key constraints

02 Analysis

2.14 Summary of Constraints and Opportunities

The constraints are summarised below under key headings for the wider Ex Ne. The plan opposite shows the combined constraints and opportunities plan for the wider Ex Ne.

Water

- There is a large diameter treated water mains run within High Street South comprising 24" cast iron and 400mm ductile iron pipes
- These mains form part of Northumbria Waters Strategic Network

Gas

- A 500mm diameter medium pressure gas mains runs within Ann Street and High Street South before exiting the site on the eastern boundary

Virgin Media

- Extensive Virgin Media fiberoptic apparatus within the site
- The junction between Ann Street and High Street is a critical link between the town centre and east/south Gateshead

BT

- The Open Reach network follows a similar approach to Virgin Media
- High Street and High West Street are important corridors for strategic apparatus with significant apparatus on the land to the south of the Bluebell pub.

District Energy Network

- Recently installed District Heating Pipes and private power cables from CHP Plant at Baltic Business Quarter

Electric

- Several High voltage networks run through High Street South
- Several substations within the sub area which are constraints to development
- Substation within Charles Street unsightly and a significant size
- Significant cost and disruption are associated with relocation of substations, so this should be avoided wherever possible
- Need to integrate substation within any development proposal
- Standoff distances for built development

Metro

- Air shaft to metro line on eastern part of study area adjacent to flyover
- No build zone over the metro tunnels

Movement – Existing Vehicular Routes

- High Street South is one way (south bound) for general traffic not all vehicles
- High Street South and High West Street are key bus routes to and from Gateshead Transport
- Interchange
- The A167 (flyover) is a strategic transport corridor
- Charles Street a key east-west route for vehicular traffic
- Existing uses within development boundary to be considered in relation to phasing
- Sunderland Road bus link has recently been constructed to provide a bus link and improved pedestrian and cycle connections between the town centre and east of Gateshead Highway
- Sunderland Road is a key bus route

Movement – Existing Pedestrian Routes

- High Street South is a north-south pedestrian route which links with Sunderland Road to the south east and Durham Road/Old Durham Road to the south
- High West Street is a north-south route connecting the town centre with the Civic Centre and Durham Road to the South
- Ann Street is an east-west link between High Street South and High West Street
- Pedestrian link at southern end of High Street connects with footbridges over roundabout
- The railway line severs connectivity between the Freight site and Chandless meaning pedestrians have to use Park Lane to walk towards the town centre. The development of Chandless present an opportunity to improve the quality of the pedestrian route to the west of the railway line.

Cycle Routes

- There are a number of cycle routes across the Ex Ne including cycle route 725 which runs along High West Street and through the town centre. Other informal routes include along High Street and over the five bridges roundabout and along Park Lane and Sunderland Road.

Noise and Air Quality

- The A167 is heavily trafficked
- Offset/buffer for development from A167
- Buffer allowed from Charles Street

Areas Susceptible to Surface Water Flooding

- Significant area of land adjacent to the flyover currently susceptible to surface water flooding
- Any development to take account of surface water flooding to improve the existing situation
- Early discussion with LLFA required

Topography

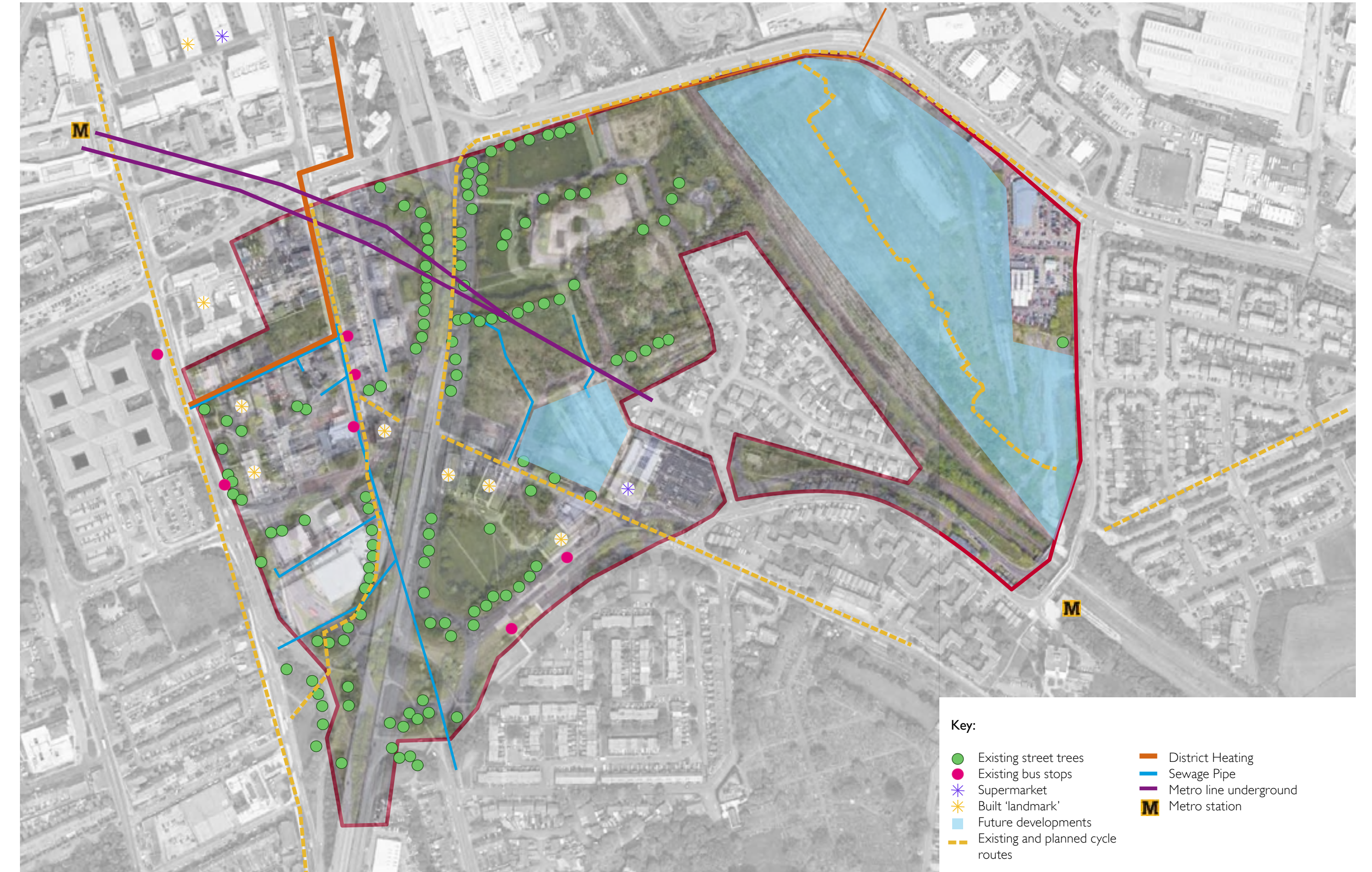
- Topography east of High Street South is generally gently sloping
- However, there are significant changes in levels between High Street and High West Street

Previous Land Uses

- Previous land uses may have implications in terms of made ground and contamination
- Historic mining and quarrying activities impact on foundation design and add to overall development
- Costs
- Potentially hazardous materials

Land Ownership

- Significant number of properties within private ownership
- The eastern side of the High Street South area contains a mix of commercial uses including shops, pubs, cafes and hot food takeaways.
- The western side contains the law courts, police station and several high rise residential tower blocks.
- To the south a Royal Mail sorting office and Matalan store are located adjacent to the five bridges roundabout.



03

The Vision

To create a sustainable health enabling residential neighbourhood close to the centre of Gateshead providing a high quality of housing which differentiates itself from other new housing in and around Gateshead by offering excellent levels of design and low carbon housing in a highly desirable neighbourhood. Accommodating a wide range of homes including intergenerational housing the neighbourhood will provide attractive spaces for people to recreate and socialise alongside green routes to encourage walking and cycling

3.01 The Vision








The Ex Ne Masterplan and SPD seeks to capitalise on the positive work by Gateshead Council across the Borough in bringing forward brownfield sites through the Gateshead Regeneration Partnership including Trilogy at Bensham and the forthcoming development on the Freight Site which falls within the Ex Ne Area which has been granted planning consent.

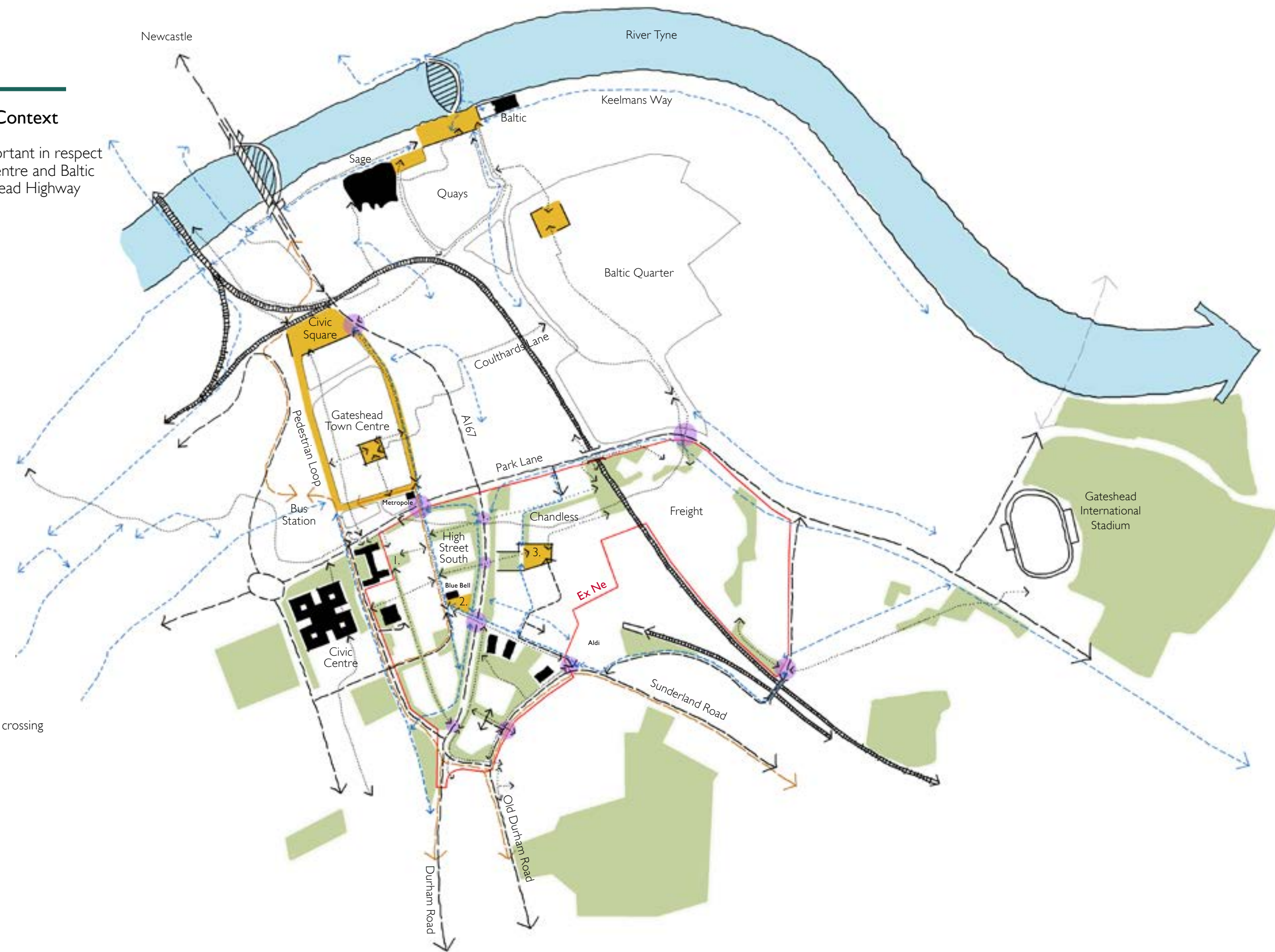
Through the provision of landscape led spaces, residential housing for a variety of ages and live work units the masterplan framework will create a distinctive urban village across the Ex Ne.

03 The Vision

3.02 Links to the Wider Context

The Ex Ne is strategically important in respect of its relation with the town centre and Baltic Quarter to the north. Gateshead Highway bisects the Ex Ne

- Key:
-  New or enhanced pedestrian crossing
 -  Green space
 -  Defined public space
 -  Key building
 -  Key vehicular route
 -  Key pedestrian route
 -  Key cycle route



3.03 The Framework Plan



03 The Vision

3.04 High Street South

The vision for High Street South is to create a high quality residential intergenerational neighbourhood. There is the opportunity for a small amount of ground floor commercial space that is fully integrated with its surroundings. Mid range densities are envisaged with a mix of terraced housing, apartments and duplex accommodation where every residents has their own front door.

There is an opportunity to transform this part of the town centre bringing in a sizable residential population that can act as a major stimulus to the wider town centre.



Indicative sketch looking north over High Street South sub area

3.05 High Street South Layout



03 The Vision



Indicative massing model looking eastwards from Gateshead Civic Centre towards High Street South and Chandless

3.05 Precedents



① ② ③

Precedent example showing possible form of housing

03 The Vision

3.05 Chandless

Chandless will provide a mixture of family housing with a limited amount of higher density apartment living. The existing road infrastructure will be retained and reused with housing in a series of smaller development blocks. A central green space which links in with a crossing over the boulevard will provide a focal point and opportunity for terraced blocks and greater containment to the

space. The Masterplan seeks to create attractive tree lined streets with a permeable layout that encourages walking and cycling. A mix of terraced and semi detached properties will provide three and four bedroom properties. The green blue network will accommodate swales, and in the north eastern corner an area of land has been identified for SuDS. Higher density blocks are positioned at key nodal points to terminate views and provide containment to green spaces.



Illustrative sketch looking eastwards from Gateshead Highway through Chandless



03 The Vision

Chandless 3D



Indicative CGI massing view looking towards Freight with the Chandless area in the foreground.

03 The Vision

Precedents



Precedent example showing possible form and design of 2.5 storey town houses fronting onto Gateshead Highway



Opportunity for apartment block framing linear green space through Chandless



The green spaces throughout Chandless can be multifunctional accommodate suds, swales and contributing to biodiversity



Generally housing will be lower density housing with semi detached properties prevailing

03 The Vision

3.06 Freight

Much of the Freight site sub area will be transformed to provide a wide range of family housing with a limited number of apartments at the northern edge of the area adjacent to Park Lane. Once this housing comes forward it will provide an early indication of the change that will take place across Ex Ne. Planning approval has been granted for the Freight site and work is expected to begin on this site within the upcoming months. The land depicted relates to the corner of Park Road and St James where there is current a car showroom. New development has the opportunity to create an attractive gateway feature to the wider Freight site.



Indicative sketch looking towards the corner of Park Road and St James Road with apartment block positioned on prominent corner and lower density housing to the rear.



03 The Vision

Freight - St James Square



Indicative massing CGI looking south towards St James Village

03 The Vision

Freight



Opportunity for apartment block to provide gateway feature on the corner of St James Road & Park Road.



Indicative CGI showing potential opportunity for family housing

03 The Vision

3.07 Tynegate

The three tower blocks will remain in situ with the Aiden and Bede being converted to residential use, as has already taken place on Chad Tower. Within the green space to the south there is an opportunity for medium density development, providing attractive housing whilst retaining the existing trees around the perimeter

of this space. In the longer term an additional area of land may come forward for development if the five bridges roundabout is modified as part of the removal of the flyover. A variety of different housing is envisaged in this part of the Ex Ne with a higher density development alongside a cluster of low rise terraced and semi detached housing surrounded by existing landscaping.



Indicative massing CGI looking north east across Tynegate



03 The Vision



Indicative massing CGI looking south west with proposed new apartment block adjacent to Chad House and Sunderland Road.



A new apartment block is proposed between Chad House and Bede House. There is an opportunity to consider the use of a different palette of materials than used on the conversion of Chad House which could relate to the proposed low rise housing proposed to the south of the new tower.

Ensuring good levels of residential amenity for residents within new apartments is important.



Indicative CGI showing potential form of housing to south of towers.



03 The Vision

3.08 Civic

The Masterplan identifies longer term opportunities (likely post 2030) for redevelopment in the Civic area primarily related to the redevelopment of the Police Station and Law Courts. Further south, redevelopment of the Post Office sorting office and Matalan site present an opportunity to improve the southern arrival point to the town centre and to create higher density inter generational housing. The existing street pattern will remain largely unaltered. A mixture of terraced family housing alongside low rise apartments is envisaged. East west routes will be reinforced through the layout of new development to encourage movement between Chandless, Tyngate, and the High Street south area. Any development proposals will need to take account the changes in level in particular where the existing Matalan store is located.



1 Within the civic area medium and higher densities are suggested with a mixture of apartments, town houses and two storey terraced housing.



2 The use of roof terraces will assist in providing private amenity space for duplex accommodation which has limited ground floor external space.



3 Apartments will be contained within blocks ranging in height from 4-6 storeys to maintain an appropriate scale of development. Recessed balcony space is important to ensure external amenity space protected from the elements. These apartments will appeal to a wide range of occupants both young and old.



Illustrative massing CGI showing proposed development within Civic sub area looking east towards Tyngate



03 The Vision

3.09 Aspiration & Precedents

The framework masterplan is supported by consideration of anticipated development costs based on current construction costs that reflect the aspiration and illustrative masterplan proposals set out in this document. The following images provide a snap shot of the proposed architectural aesthetic sought across the Ex Ne. Simple, contemporary and robust design solutions are suggested.



Precedent images indicating the general aesthetic for the proposals

Precedent images indicating the general aesthetic for the proposals

03 The Vision

3.10 Strategic Development Principles

The overarching vision for the Ex Ne is translated into spatial and development proposals through a series of strategic development principles which are divided into key topic areas as follows:

- Access and Movement
- Built Form
- Community
- Landscape and Infrastructure
- Sustainability

ACCESS AND MOVEMENT

SDP 1 – Access and Strategic Movement

The community across the Ex Ne will have a permeable layout that provides high quality pedestrian and cycle linkages between the town centre to the north, Freight site to the east, Baltic Quarter to the north east and High Street South to the west. In the longer term the aspiration is for the removal of the Gateshead flyover and creation of a boulevard with remodelled junctions at Park Lane and a new configuration for the five bridges roundabout which will present further opportunities to connect Freight, Chandless and Tynesgate sub areas with High Street South to the west.

Priority junctions and traffic signals will be favoured to support permeability for pedestrians and cyclists. The overall movement network will therefore form a consistent, logical hierarchy utilising all parts of the Ex Ne through the development of a high quality and distinctive public realm throughout.

SDP 2 – Gateshead Boulevard

Removing the elevated highway will dramatically improve the visual amenity of the land east and west of the A167. The creation of a tree lined boulevard will create a vibrant and attractive new destination to Gateshead and enable improved pedestrian/cycle linkage between the town centre, Chandless and Tynesgate Precinct areas, Gateshead Quays and Baltic Business Quarter.

By removing the barrier of the raised section of Gateshead Highway and replacing it with a more pedestrian friendly Boulevard, Gateshead Quays, Baltic Business Quarter, Chandless and Tynesgate Precinct areas and the Town Centre will be able to function together and will begin to realise their full regenerative potential. The sites

around the Boulevard in effect become the last pieces of the central Gateshead jigsaw. However, the removal of the raised section of Gateshead Highway is not critical to the wider delivery of the Ex Ne Masterplan and development can come forward in advance of this being removed.

SDP 3 – Strategic Green Connections

The Framework Masterplan makes provision for three east west pedestrian and cycle links which will link Freight, Chandless and Tynesgate with the High Street South area. Providing a strong blue green grid these routes will promote a healthy, active lifestyle encouraging residents to walk and cycle for short journeys and connecting residents with wider facilities in the town centre, Gateshead Quays and the Baltic Quarter.

SDP 4 – Pedestrian and Cycle Links

A network of pedestrian routes and links will be created throughout the Ex Ne linking the area to the wider town. These will provide, attractive, convenient, and safe routes to facilitate sustainable movement, stitching together land uses while also improving health and wellbeing. They will also connect a network of green spaces including pocket parks, and more formal recreational spaces which will provide opportunities to stop and meet. The emphasis will be giving greater priority to pedestrians and cyclists over vehicles.

BUILT FORM

SDP 5 – Housing Mix, Density and Capacity

The Ex Ne will provide a full range of housing opportunities with varying density and typologies across the new community creating distinctive and legible character areas that maximise the potential for sustainable design and non-car based travel designed for traffic speeds below 20 mph which give priority to pedestrians over cars.

A range of housing densities will be achieved (averaging 50 dph across the site), with the higher density areas focussed on the High Street South area in particular fronting onto Charles Street as the residential development meets the urban edge. Within High Street South residential densities of circa 60 dph are proposed. Within Chandless medium densities of circa 35-40 dph will predominate.

The density of the Tynesgate area will vary with higher density reflecting the opportunities for further conversion of two remaining tower blocks and medium density development on the land to the south.

The Civic sub area is considered a longer-term opportunity given the uncertainty in respect of the law courts and police station and when these will be no longer be required.

The mix of housing types and density will support the delivery and phasing of at least 1000 new homes within the Ex Ne (including 300 on the Freight Site).

SDP 6 – Placemaking Objectives

The Ex Ne exemplify high standards of urban, landscape and architectural design to create a distinctive and attractive place with a safe and secure, high quality public realm where people will want to live, work and visit for generations to come.

The over-arching placemaking objectives include the following:

- Creating a walkable neighbourhood that is accessible to all;
- Providing open spaces to support vitality and community cohesion;
- Designing streets as places that encourage social interaction as well as walking, cycling and public transport;
- Ensuring that homes, streets, public realm and open spaces are well overlooked and designed to incorporate Secured by Design measures to feel safe and secure;
- Creating a place that is easy to find your way around with a clear hierarchy of streets, spaces, landmark features and views;
- Setting development within an interconnected easily accessible network of attractive streets, green infrastructure, green corridors and open spaces to act as green corridors and sustainable transport links;
- Incorporating trees, gardens and green spaces throughout the development to provide shade and amenity and to increase the ability to adapt to climate change;
- Supporting health and wellbeing through opportunities for active lifestyles and living in close contact with nature;
- Providing a variety of different character areas which reflect the opportunity to aid legibility as well as the role and function of different parts of the community;

- Accommodating car parking and servicing in ways that are convenient and safe but also unobtrusive;
- These over-arching principles will be further developed and articulated in the Design Guide section of this Framework.

SDP 7 – Exemplar Neighbourhood Design Guide

The placemaking objectives set out in this Framework document will be given effect through the Design Guide section of this document. This sets out the key urban design, public realm and placemaking principles that will be applied across the whole of the Ex Ne neighbourhood.

The Design Guide identifies different character areas across Ex Ne, and sets out the key principles guiding more detailed design, within each area, to achieve variety in landscape and townscape character across Ex Ne.

The Design Guide addresses the following elements:

- Street hierarchy;
- Integration of pedestrian/cycle routes;
- Landscape strategy, building heights; and
- Parking strategy, including design of car parking courts, communal parking, on street and private provision.

Reference is also made to the Draft Gateshead Residential Design Guide SPD.

SDP 8 – Building for a Healthy Life

Design proposals within the Ex Ne should be considered against the placemaking objectives set out in the Design Guide section of this SPD and Building for a Healthy Life. Designs for individual phases of development should be assessed against Building for a Healthy Life as part of the design process and before submission of a planning application for sites.

COMMUNITY AND ENGAGEMENT

SDP 9 – Integration with Existing Communities

The Ex Ne will seek to maximise integration with existing communities and established facilities. The new community will complement and add to these facilities, providing new residents with access to a wider range of housing, recreation, and leisure

opportunities. Pedestrian and cycle connections will be created across the boulevard and improved pedestrian linkages between the Freight and Chandless site. Green routes through the Ex Ne will encourage walking and cycling and connect at appropriate points with existing housing areas, and improve connectivity between the Town Centre and Southern Gateway area generally.

SDP 10 – Mixed and Balanced Community

Ex Ne will provide a range of housing types to meet current and future housing need including housing for families, younger people, and older persons housing. A wide choice of home sizes will be provided, ranging from one and two bedroom apartments to two, three and four bedroom houses. Live-work units with studio, workspace are also incorporated. These will be provided in a range of housing typologies including flats, terraced homes, town houses and semi-detached properties. The mix of housing will include a range of tenure types to support a well balanced and mixed community. The mix of housing will enable residents to upsize or downsize locally as their housing needs change making Ex Ne a truly intergenerational neighbourhood and a 'lifetime development'.

LANDSCAPE

SDP 11 – Landscape and Green Infrastructure

The development of Ex Ne will seek to introduce new planting including trees and hedgerows as part of a strategy to create green blue corridors. Street trees will also be used to improve the character and quality of the environment. There are a number of existing trees throughout Chandless and Tynesgate Precinct, some of which may be integrated within new development. Street trees will also be encouraged. A key principle is to use landscaping and SuDS to maximise biodiversity delivering a net gain. This will be achieved through measures such as ecologically valuable SuDS systems, private and shared garden and amenity space, and passive measures elsewhere such as green and brown roofs and the creation of new habitats through measures to support wildlife. New development provides an opportunity to increase the diversity and resilience of tree cover, particularly in relation to climate change, pests and disease as well as delivering a range of amenity benefits.

SDP 12 – A Rich Variety of Open Spaces

A variety of attractive open spaces ranging from pocket parks

to larger more formal green spaces. These will support wider objectives to encourage ecological objectives and meet community needs for recreation and supporting health and wellbeing. They will also provides the opportunity for kitchen gardens and community orchards.

SUSTAINABILITY

SDP 14 – Climate Resilient Development

Development within Ex Ne will seek to make best possible use of passive design approaches to optimise the internal comfort of buildings. Green infrastructure will help reduce flood risk and manage storm water through a network of biodiverse SuDS.

SDP 15 – Low Carbon Energy

Development will promote low carbon energy technologies and fabric first approach, meeting criterion 1 of Part L of Building Regulations through passive design and embracing the transition to electric vehicles. Buildings will be orientated for solar gain, alongside fabric efficiency measures. Development will also incorporate low carbon energy generation and utilise existing green energy sources including the district heating network which has been delivered by Gateshead Council. There is an opportunity to consider the use of emerging technologies, such as waste heat, local electricity storage and aggregation and to plug into the district heating network. All properties with off street parking will include charging points. For properties with on street parking, there will be sufficient charging points to be ahead of the emerging electric vehicle market. The development will encourage private electric car clubs to help reduce congestion and overall vehicle movement.

SDP 16 – Construction and Material Use

Development will take into consideration whole life cost and embodied carbon of all building materials to encourage innovated and sustainable use of natural resources. This will include the principle of 'Long life/loose fit' - buildings designed for adaptability with a simple floor plate, good daylighting, generous floor to ceiling heights and adequate space for servicing that enables easy reconfiguration of internal space as well as design for disassembly. The use of Modern Methods of Construction to allow for delivery at pace will be encouraged.



04

Masterplan Framework

04 Masterplan Framework

4.01 Concept

Design has been driven by the desire and aim to create a truly sustainable neighbourhood where residents and visitors alike can enjoy a community setting and feeling. Green initiatives will be incorporated including enhancement of the existing green buffer to the A167 together with new green links into the Ex Ne. New homes, set within the existing road and infrastructure layout, will form the heart and basis for a revitalised community.

CGI looking over High Street South area towards Gateshead Town Centre



04 Masterplan Framework

1. Developing a Sequence of Spaces



A sequence of linked spaces are shown on the above plan with the blue and green circles identifying opportunities for interconnected hard and soft spaces.

2. Developing a network of landscape



Enhancing the existing green buffer to the A167 and creating new green links connecting a variety of different sized pocket parks and incidental green spaces underpins the design concept.

3. Approach to layout and frontages



The design concept seeks to work with the existing road network where possible and introduce development blocks which are orientated to face outwards.

4. Concept plan



Combining the elements of spatial considerations and constraints creates the concept framework plan.

04 Masterplan Framework

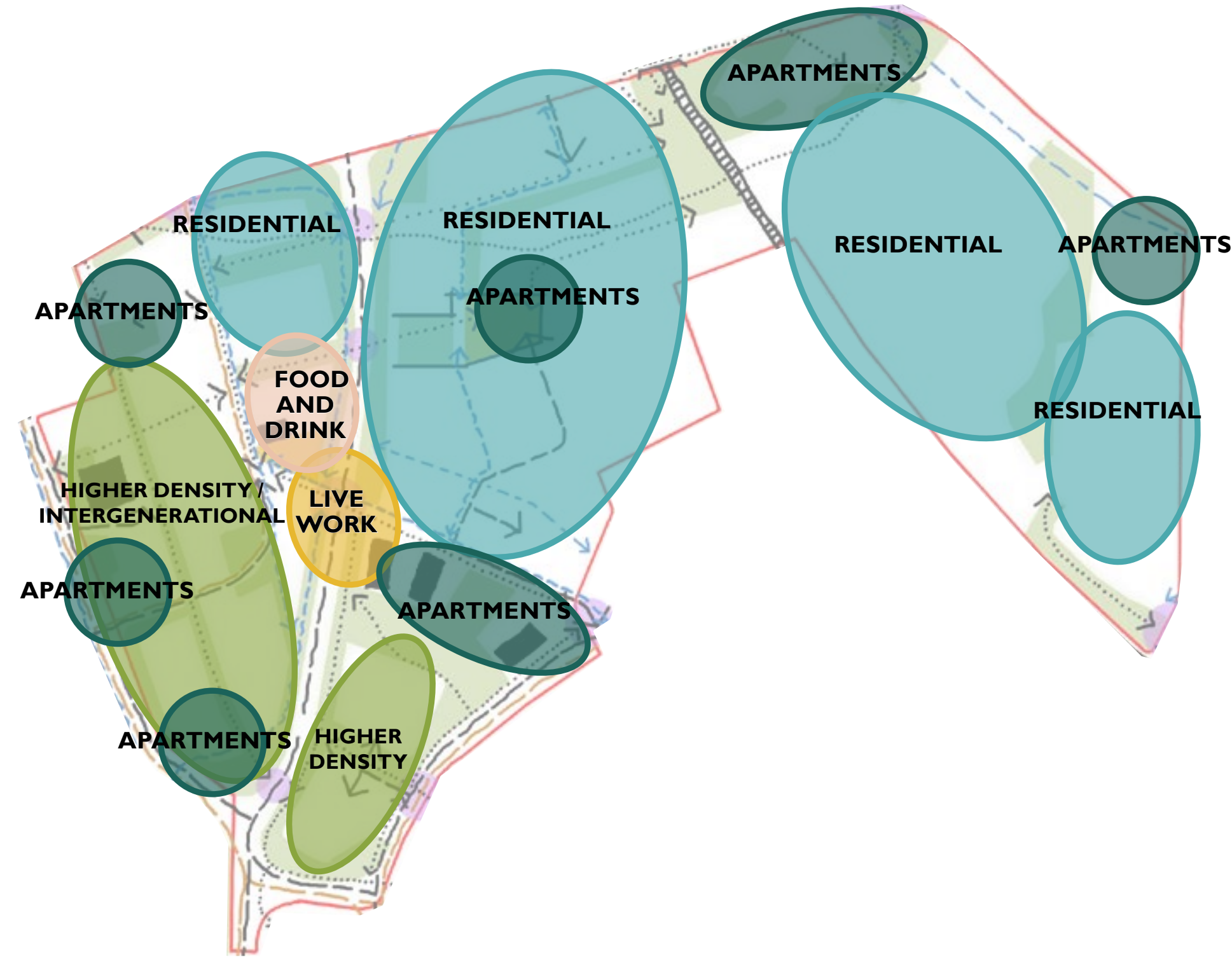
4.02 Land Use

The Ex Ne is allocated for at least 1000 new homes predominantly for families.

It will contribute to increasing the overall supply of homes in the Urban Core and across the Ex Ne at an average density of 50 dwellings per hectare.

Other land uses have been considered as part of the masterplan including food and drink, live work housing and opportunities for retail. The market demand work undertaken as part of the wider framework combined with the recent Covid pandemic suggest no demand for retail.

The housing typologies selected are intended to reflect a product which would be deliverable by the market e.g. predominantly 2, 3 and a limited number of 4 bedroom units alongside 1 and 2 bed apartments.



Land use concept plan indicating broad distribution of land uses across the Ex Ne

04 Masterplan Framework

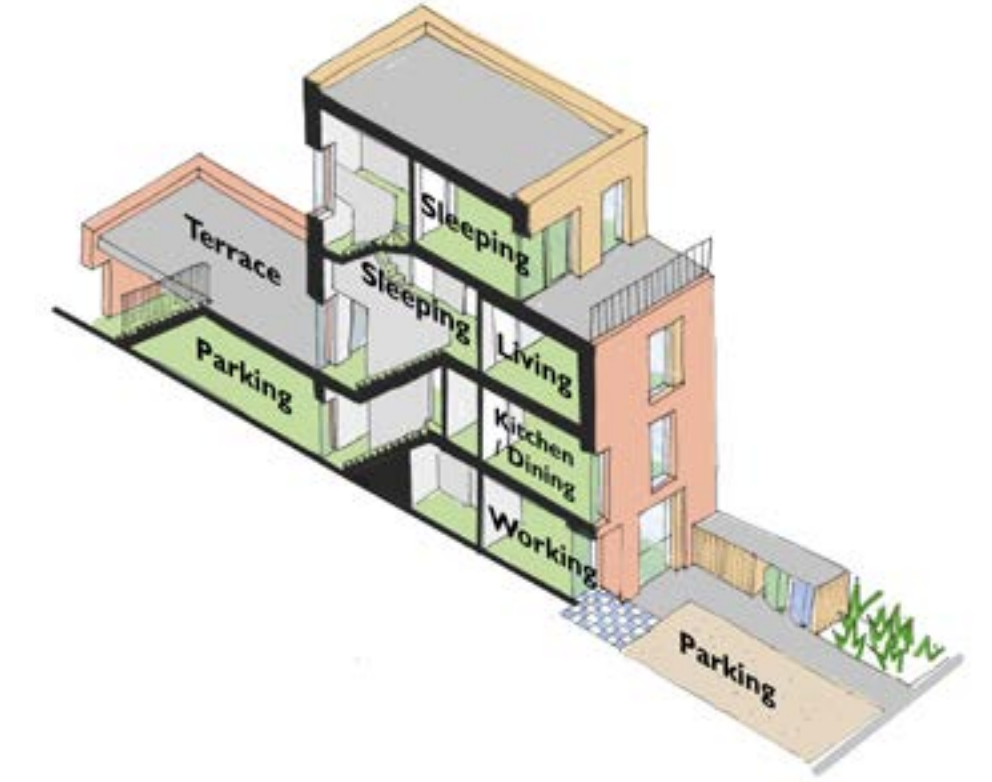
4.03 Residential

Critical to the success of the wider Ex Ne as a residential neighbourhood is providing a mixture of housing with a range of different typologies. There is scope across the area to bring forward a high quality housing product which will provide apartments, townhouses, terraces and apartments in an urban setting.

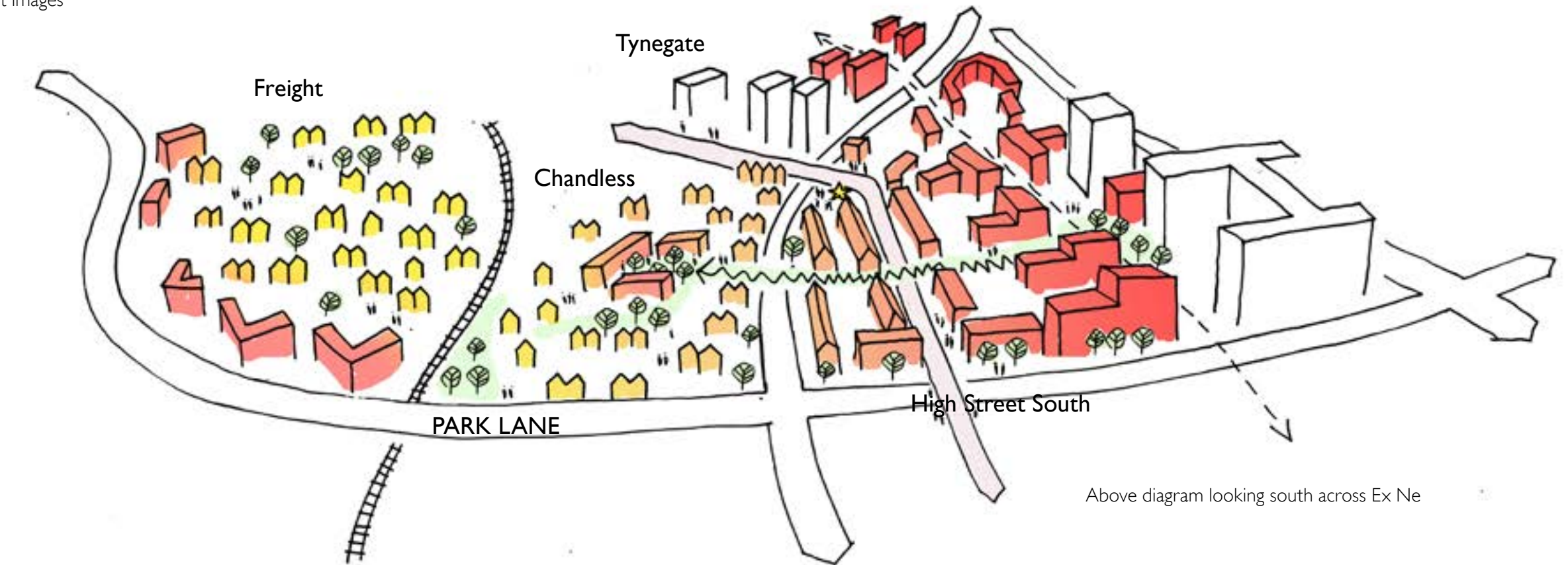
Housing can be differentiated from other forms of housing in terms of internal configurations providing options for live-work, studio space and private amenity space. There is also the potential for a series of smaller interconnected green spaces. Intergenerational housing will also be important

4.04 Live / Work housing

There has been a massive upsurge in the amount in enforced homeworking as a result of Covid-19 which will have a long lasting impact on the type of homes we need to build. It is important to ensure homes have a space and digital connectivity that allows for home working if required. These sketches shows how the internal configurations for a family house can be amended to create live work property or studio space at ground floor level with a maisonette above. The masterplan framework utilises housing typologies that can accommodate live work space.



Precedent images



Above diagram looking south across Ex Ne

04 Masterplan Framework

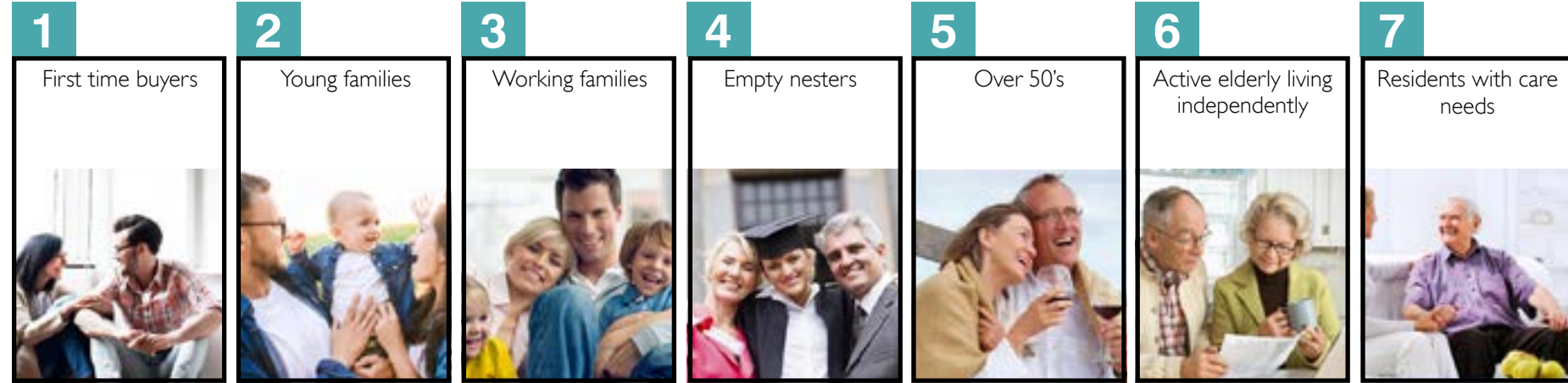
4.05 Co-living / Blended Living / Intergenerational Living

Homes for Seven Ages

The 'Seven Ages' are used to identify key age groups that represent the makeup of society within present day UK. The intention is the Ex Ne will offer range of housing products that is appealing to all ages.

Co-living/Blended Living / Intergenerational Living

The aim is to encourage different age groups to live in an integrated way across the Ex Ne and in particular within the High Street South area. Community facilities, pocket parks and shared gardens have the potential to become the focal points for the development and encourage social interaction to activate the community.



The Seven Ages of Living



Communal roof terrace



Shared / flexible work space



An Intergenerational apartment block which provides one and two bed apartments with shared communal facilities at ground floor with gym, cafe and communal roof garden where over 55's and younger people can live in the same building and share spaces and facilities provided.

04 Masterplan Framework

4.06 Food and Drink

The masterplan framework does not specifically identify food and drink uses, as the focus is creating a residential neighbourhood. In addition, in light of the further decline in retail and need for a transformational change to the area, it is not considered appropriate to make significant provision for food and drink uses within this part of the town centre. The area to the north of Charles Street already provides a considerable amount commercial space within Trinity Square and within the surrounding streets.

Nevertheless, to ensure a thriving and sustainable neighbourhood which encourages community cohesion and interaction, the masterplan framework makes provision and allows for a small scale café use on the ground floor of a higher density block. The most logical and appropriate location for such a use would be closer to the existing town centre on the corner of Charles Street and High Street South. This could also link in with a different emphasis in this part of the development with an intergenerational offer and older person accommodation. This would relate to the existing housing in Regent's Court which is focussed on Over 55's.



Community cafe / shop



Extract from layout



Illustrative view looking north towards the Blue Bell from Sunderland Road

04 Masterplan Framework

4.07 Development Blocks

The following sets out a preferred masterplan layout. The masterplan is intended to offer flexibility and allow for a range of design solutions. The masterplan is intended to show the potential layout and form for future development. Any development proposals which come forward within the Ex Ne will be expected to demonstrate how they adhere and respond to the guidance contained within this document. Alternative design solutions may be brought forward in such instances the onus will be on the design team to explain the rationale behind their proposals.

Landscape

The proposed landscape proposals seek to create a high quality landscape setting for new housing. Key design principles include

- A tree lined boulevard to provide residents with privacy and separate the housing from the main movement function of the High Street.
- Water features incorporated within the landscape and public realm through the Ex Ne which will form part of the site wide SuDS strategy
- Communal and open spaces to encourage growing, exercise, children's play and relaxation and socialisation within these spaces
- People -first design approach to ensure vehicles take second place to pedestrians and cyclists.
- Legible and permeable design proposals to ensure ease of navigation and circulation through the Ex Ne.
- Considered spaces reflect the scale and character of housing and respond to different users such as individuals, young families and older generations.

4.08 Housing Numbers and Mix

High Street

The masterplan takes advantage of most of the existing road infrastructure. The design suggests circa 130 new houses, and 84 apartments as well as introducing new green spaces.

Developing a unique identity for High Street South, the intention is to create a scheme for all ages and all household types (an intergeneration neighbourhood) with opportunities for social interaction. Well connected green spaces will be provided alongside housing that is designed to provide live work opportunities.

Chandless

The masterplan suggests a total of approximately 250 new homes across the Chandless sub area. These will be predominantly family housing urban / suburban area with semi detached houses and a limited number of apartments. A series of well connected green spaces is proposed within the Chandless area which new housing will front onto.

Tynegate

Within the Tynegate area a mixture of apartments alongside low rise terraced housing will provide circa 80 new homes. Existing trees around the perimeter will be retained providing an attractive green edge and buffer to the existing highway network.

Freight

300 units are proposed within the Freight site following the granting of planning consent. St James Square is identified within the illustrative masterplan for approximately 60 units with semi detached and terraced housing. An apartment block on the corner of St James Road and Park Road. will create a gateway on this prominent junction.

Civic

190 new homes are suggested across the civic area predominantly as apartments but with some terraced housing at the southern end. This area will contain higher density development reflecting the area's close proximity to the town centre.



04 Masterplan Framework

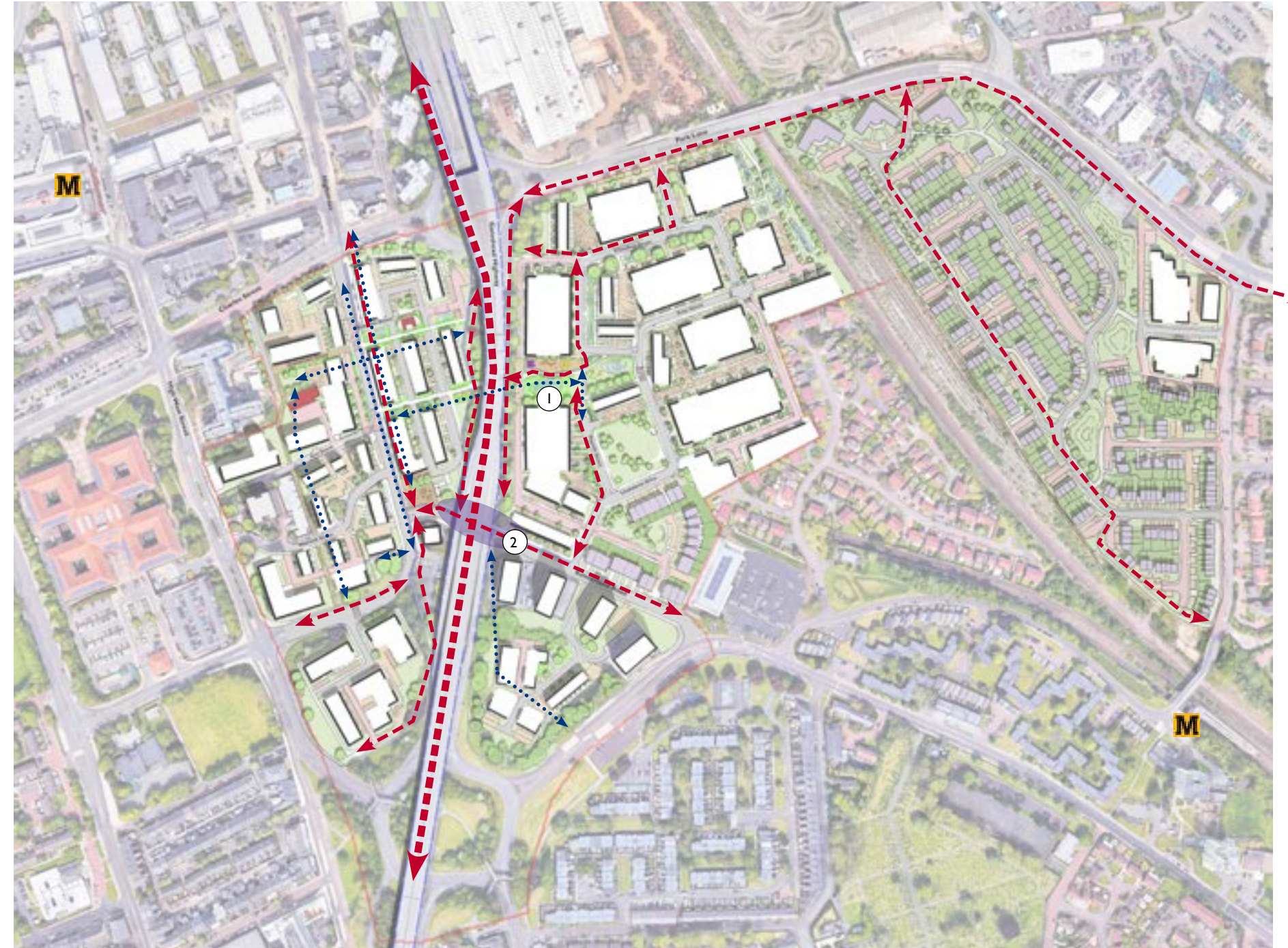
4.09 Movement - Proposed Pedestrian and Cycle

The masterplan framework seeks to ensure excellent pedestrian permeability and connectivity with the wider Ex Ne. Reference has been made to the proposed boulevard and Sunderland Road Link scheme which will result in an at grade pedestrian crossing linking Chandless with High Street South.

An additional pedestrian crossing is identified further north across the Gateshead Highway which is based on the removal of the flyover and a staggered at grade crossing. A third pedestrian crossing may be positioned as part of a remodelled Park Lane Gateshead Highway junction. East west pedestrian connectivity will be encouraged through the Chandless site with a link from Lindisfarne Drive to Gateshead Highway. It is therefore proposed to utilise the existing road bridge over the railway line and direct pedestrians and cyclists into the Chandless development at Lindisfarne Drive and onto a segregated cycle route which will sit behind the existing adopted footway on Park Lane and run around the outer edge of the development. Lindisfarne Drive will not provide direct vehicular access to the site and only provide secondary emergency vehicular access.

To the south west, Sunderland Road will provide a pedestrian connection to Shelley Drive and Gateshead Stadium Metro Station. Development to the east of High Street South has been broken down to allow for east west routes which connect with High West Street. A dedicated cycle lane is proposed in both directions on High Street South which will link in with Sunderland Road. There is already a shared pedestrian cycle route adjacent to Park Lane which narrows in width approaching the Park Lane Bridge. Directing cyclists onto a new segregated route will help create a safer route with less vehicular traffic in close proximity. The adjacent plan shows the proposed pedestrian and cycle routes through the Ex Ne area. The intention is to ensure direct high quality pedestrian and cycle routes which connect the High Street South area with Chandless and Tynegate to the east and beyond to the Freight site.

Through the area, streets will be designed to encourage walking and cycling, and traffic speeds designed to be 20mph and below. Developments will be designed with a clear street hierarchy that prioritises pedestrians. There is an increasing recognition of the importance of micro mobility including e-bikes and e-scooters. The Masterplan makes provision for these emerging modes of transport which will use proposed cycle routes. Cycle storage and the need for cycle parking in every unit and provision for cycle storage in apartments is considered within the design guide setting out clear requirements. The design guide sets out detailed requirements for car parking in Section 7 which reflects the Council Development Plan Document 'Making Spaces for Growing Places'.



- KEY**
- Pedestrian and cycle routes
 - Key pedestrian routes
 - Sunderland Bus Link
 - Metro Station
 - ① Link from Lindisfarne Drive to Gateshead Highway
 - ② Sunderland Road **Link**

04 Masterplan Framework

4.10 Movement - Wider Connectivity

This plan shows how the exemplar framework will be connected to the wider area including improved pedestrian crossing over the A184 to connect with Baltic Quarter.



- KEY**
- Pedestrian and cycle routes
 - Key Pedestrian Routes
 - Rail Way
 - Metro Station

04 Masterplan Framework

4.11 Movement - Proposed Vehicular

The proposed vehicular uses will utilise the existing highway network. Currently High Street is a one-way route with only busses allowed in both directions. This one-way system, allowing buses to pass northwards, will remain with other vehicular traffic only permitted southwards.

The masterplan framework is sufficiently flexible to cater for the long term removal of flyover. A 15 metre buffer has been allowed for either side to allow for it's removal and protect residential amenity in respect of new build dwellings.

- ① Access to the Chandless site already exists via Lindsfarne Drive from Park Lane although there is no right turn onto Park Lane. This access point will be downgraded to provide for emergency vehicle access only and allow for an improved pedestrian – cycle crossing on the footway adjacent to Park Avenue.
- ② A primary access point is proposed via Sunderland Road and Lindsfarne Drive which provides a route through the middle of Chandless.
- ③ Vehicular access to the Tynegate area is from Sunderland Road.
- ④ Shelley Drive provides a link between Sunderland Road and St James Road, which also provides an access point to the Freight site. Vehicular access to the Civic area is currently via High West Street, Warwick Street and Ann Street.



KEY

- ↔ Principal movement / circulation
- ↔ Secondary street
- ↔ Shared space street

04 Masterplan Framework

4.12 Proposed Building Heights

A range of building heights are proposed across the Ex Ne. The proposed building heights reflect the market advice which has fed into the masterplan framework and the need to respond to position of sub areas in respect of proximity to the town centre or position at a prominent location to aid placemaking.

Apartment blocks will generally be between 4 to 6 storeys high. Housing will be two to three storeys in height allowing for containment of streets.

Within the High Street South sub area terraced town houses will be three storeys in height, with 4 to 5 storey apartment blocks on the western side of the High Street and close to Regent's Court. These blocks are orientated on an east west axis to step down and take advantage of changes in levels. East of the High Street the scale of development will be two and three storey properties in terraced blocks. East of the Gateshead Highway on Chandless the density will reduce with a mix of terraced and semi detached housing ranging in height from 3 to 2 storeys. At key nodal points, for example surrounding the central green space in Chandless, a more contained form of development is proposed with apartments terminating the view eastwards.

Within Tynegate the existing tower blocks will remain, with opportunity for further conversions to residential use and external recladding, to improve the aesthetic appearance of these blocks. Housing is identified further south which will range from 2-2.5 storey in height.

Building heights and layout across the Freight site have already been established through the approval of a planning application which covers most of the site. The site on the corner of St James Road and A184 will include an apartment block to terminate the view looking westwards along the A184. Adjacent to this 2 storey semi detached and terraced properties are proposed.

The Civic area located to the east of High West Street is regarded as a longer term development opportunity which will rely on the relocation of the Police Station and Law Courts. A comparable scale of buildings will replace these, and it is envisaged higher density development blocks with a mixture of apartment typologies will be brought forward within this area.



KEY

- 2 Storey
- 2/3 Storey
- 3/4 Storey
- 4/5 Storey
- 6/8 Storey

Diagram showing proposed building heights

04 Masterplan Framework

4.13 Proposed Car Parking

Car parking within the Ex Ne will be accommodated in a variety of ways to ensure it does not dominate the streetscene, dictate the overall layout or reduce the attractiveness of access by more sustainable means. The proposed Masterplan illustrates a variety of parking solutions, including in curtilage parking and smaller courtyards serving apartments.

Electric Charging Vehicle Points

Every new residential property which has a dedicated marked out residential car parking space within its curtilage should include an electrical socket suitable for charging electric vehicles.

To encourage cycle use, it is intended that sufficient secure cycle parking and storage will be provided beyond the standards of the MSGP throughout the Ex Ne and should allow for the following:

- For all new residential dwellings provide covered lockable and secure space for cycles based on the following ratio
 - 1&2 bed dwellings - 2 spaces
 - 3 bed dwellings - 3 spaces
 - 4 bed dwellings - 4 spaces
- Be easily accessible via an unobstructed footpath; and
- Be conveniently located within the curtilage of apartments

Car Clubs

Car Clubs allow users to hire a car as and when they need to drive. There is potential for Car Clubs to be introduced across the Ex Ne, thereby further reducing the need for car ownership and reducing car parking requirements.



KEY

- In Curtilage Parking
- Communal Parking

Diagram showing proposed parking arrangements

04 Masterplan Framework

4.14 Landscape and Green Infrastructure

The masterplan suggests the creation of several key nodal spaces providing a series of green semi private and public green spaces. Adjacent to Grahamsley Street, a contained semi private green space will serve the adjacent apartment blocks. A series of east west green linear routes are proposed, adjacent to Chandless Street and running in line with Ann Street. Within Chandless a central green space is proposed, which will provide an area for play as well as accommodating SuDS. Adjacent to the Blue Bell a harder more formal space is suggested. The trees around Aiden, Bede and Chad tower blocks will be retained and integrated within development. The potential removal of the flyover will allow for the creation of a tree lined Boulevard and the trees around the site perimeter of Chandless will be retained and incorporated within the development where feasible. On the eastern extent of Chandless adjacent to the railway line, a linear green space is shown which will accommodate SuDS and amenity space.

Within the Urban Core Action Plan Policy SG 2 identifies the creation of the "Ex Ne Urban Green Infrastructure Corridor" which must meet the following criteria:

- Minimum corridor width of 10m, encompassing a footpath with a minimum width of 3m, an avenue of trees and at least 2 usable multifunctional open green spaces

The illustrative masterplan shows this green corridor to the north of Chandless and on the corner of the Park Lane roundabout and Charles Street. These green spaces are identified on the plan opposite.



KEY

- SuDS / swales focused green space
- Open green space including play space
- Hard surfaced Public Space

Diagram showing landscape, green infrastructure and public spaces

04 Masterplan Framework

4.15 Utilities and Infrastructure

There are several substations within the study area which, if retained as part of the overall proposals, will require careful integration to ensure they do not undermine the appearance of the area. The Charles Street substation is large and is poorly concealed at present. It is unlikely to be relocated due to size and costs associated with this, therefore it is important to consider ways of improving concealment whether this be through artwork or landscaping.

The following provide a selection of examples showing how public art can be used to integrate or conceal substations.

Throughout the Ex Ne there are existing utilities and infrastructure associated with previous development. Work has been undertaken to ensure that there is sufficient electrical capacity for the proposed residential development. The development framework is supported by a structural review (prepared by CK21) which has considered the desk study information available at the time in respect of;

- ground conditions
- flooding
- mining
- metro tunnels
- substructure
- buried services including
 - gas
 - electricity
 - water
 - district heating network

The structural review (undertaken by CK21) has informed the illustrative masterplan and this development framework document. The district heating network is regarded as a major opportunity in terms of being capable of providing clean green energy and heating to new homes.



Above precedent images showing how substations can be concealed



05

Environmental Considerations

05 Environmental Considerations

5.01 Flood Risk

The Ex Ne falls within flood zone 1 and therefore is not at risk of fluvial flooding. Surface water will need to be managed effectively in accordance with Policy CS17, following the drainage hierarchy and designing for exceedance of drainage systems. Priority should be given to controlling surface water (reducing and slowing flows) using source control SuDS techniques.

Consideration should be given to how the design of highways, green infrastructure and parking will plan for exceedance of the drainage systems beyond the 1 in 30 year design event, and accommodate existing flow routes so that there is no property flooding in 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'.



Precedent image showing smaller multi functional incidental green space.

5.02 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
- 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 and Indicative Masterplan employs the principles of Sustainable Drainage Systems (SuDS) as set out by 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.

The North East LLFA's consider SuDS to be on the-surface 'green' SuDS wherever possible. This can take the form of raingardens, swales and basins in less dense areas. Techniques such as rainwater recycling, permeable paving, green roofs, rain gardens and SuDS tree pits are necessary in denser areas to achieve the same goals.

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 measures will need to be incorporated within the Framework area.

SuDS systems are also required to protect and enhance the quality of surface and groundwater bodies. Water quality assessments shall be used to inform SuDs design in accordance with MSGP31.

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 to achieve the appropriate flood protection measures. Further details on the use of the SuDS can be obtained from the SuDS Manual (CIRIA C753).

05 Environmental Considerations

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 2010/1 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 reason
- (b) A watercourse, or, where that is not reasonably practicable;
- (c) A sewer

Water UK Design and Construction Guidance (March 2020) Version 2.0

Any planning applications (major development) will need to be accompanied by a surface water drainage strategy or statement that demonstrates that the drainage scheme proposed is in compliance with NPPF, the Non-Statutory Technical Standards, and Local Policy. Reference should also be made the 2020 North East LLFA's Local SuDS Standards and Gateshead's Interim SuDS Guidelines.



Precedent image showing SuDS and habitat area in urban setting

5.03 Climate Change

In relation to sustainable energy considerations, to reduce the developments' carbon emissions, developments should follow policies within the Core Strategy (CS16) and note that the Ex Ne area contains an existing heat and power network which provides lower cost, lower carbon heat and power that all new development will be expected to connect to. Policy CS16 also sets out wider objectives relating to

- Using a good standard of building fabric, passive design, and landscaping
- measures to minimise energy demand,
- Flexibility from the outset to allow adaptation to alternative uses,
- Reduce its whole-life CO2 equivalent emissions impact, and
- Optimise the use of local renewable or low carbon energy

In May 2019 Gateshead Council declared a Climate Emergency and a desire to ensure that development contributes towards achieving a wider objective of becoming carbon neutral by 2030.

5.04 Air Quality and Noise

Gateshead Council are working together with Newcastle City Council and North Tyneside Council to identify measures to ensure that keep limits for nitrogen dioxide in central Tyneside are not exceeded (Clean Air Zone (CAZ)). The Government requires that these measures are in place by 2021. These measures are likely to have a direct impact on the Ex Ne area in particular the Gateshead Highway, Park Lane and Sunderland Road.

Gateshead Highway and Park Lane are busy roads which generate noise, a significant part of the Ex Ne falls within the Air Quality Management Area (AQMA) for Gateshead Town Centre. The planning process for any site will need to have regard for these environmental factors, and where necessary demonstrate how the development would mitigate any identified noise/air quality. Further guidance is contained within 'ProPG: Planning and Noise Professional Practice Guidance on Planning & Noise' and which should be referenced when considering the detailed design.

To north of the Chandless area is Union Electric an industrial premise. Development proposals within this part of the Ex Ne will need to consider noise and vibration. Close liaison with the Council's EHO officer is advised prior to any noise monitoring work.

5.05 Mining

The Framework area is located in a Coal Authority defined 'Development High Risk Area' and is affected by probable shallow mine workings. A comprehensive Coal Mining Risk Assessment report in addition to a "Preliminary" report will be required to assess the immediate surrounding environs with respect to potential coal mining related geohazards, that could pose a potential risk of ground subsidence/movement/settlement, mine entries or ground gas that could negatively affect the proposed development. It is possible that shallow mine workings are present within the seam at shallow depth and rotary open hole boreholes may be considered necessary to determine if any evidence of shallow workings are present in relation to identified shallow mine workings. If shallow workings are identified, then it may be the case that remedial measures (i.e. grouting) are required prior to commencing construction, depending on proposed excavation depths. Consequently, it is likely that an intrusive investigation of potential mining features would be made prior to construction with the findings and recommendations incorporated into a final Coal Mining Risk Assessment.

5.06 Contamination

Given the historic industrial uses found across in certain areas within Ex Ne there may be potential for a wide range of contaminants. 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. The investigation should also incorporate a ground gas assessment to allow measurements to be made of hazardous gases in the area. Gas monitoring of the site during the site investigation process would provide monitoring data sufficient to allow prediction of worse case conditions and so enable the confident assessment of risk and characterisation of pollutant linkages and subsequent design of appropriate gas protection schemes.

5.07 Ecology

Biodiversity net gain will be sought as part of development which come forward. 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.

5.08 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.

5.09 Noise

In respect of noise from traffic on the surrounding road network, exposure to environmental noise is an important consideration to ensure where people live is quiet enough to enjoy internal and external spaces. It is essential that future development proposals ensure appropriate acoustic design and that more detail design work is supported by appropriate acoustic work and mitigation measures. The methodology for any noise monitoring in support of a development proposals close to any of the major road infrastructure through the Ex Ne must be agreed with Gateshead Environmental Health Officer (EHO) in advance of this being undertaken. Further guidance on how residential development should take account of noise contained within the Professional Practice Guidance on Planning & Noise (May 2017). Consideration should be given to this document when considering detailed development proposals close to the existing highway and elevated highway. The implementation of a boulevard will help in reducing traffic speeds and assist with air quality.



Gateshead District Heating facility at the Baltic Quarter

05 Environmental Considerations

5.10 Green Blue Infrastructure

Policy CS18 of the Core Strategy seeks to create a high quality and comprehensive framework of interconnected green infrastructure that offers ease of movement and an appealing natural environment for people and wildlife. The Urban Core Policy SG2 for the Ex Ne identifies the creation of the 'Ex Ne Urban Green Infrastructure Corridor', meeting the following criteria: minimum corridor width of 10m, encompassing a footpath with a minimum width of 3m, an avenue of trees and at least 2 useable multifunctional green spaces.



Above green corridors with the masterplan framework



Example of amenity space incorporating rain gardens



Different types of hard and soft space will be created through the Ex Ne

05 Environmental Considerations

5.11 Landscaping

The proposed layout seeks to incorporate a series of green semi private and public green spaces. These have not been designed in detail at this stage however it is envisaged that these will form a series of interconnected and multi functional spaces. During the engagement work undertaken for the masterplan framework younger participants highlighted the importance of designing spaces for different ages which will encourage play and recreation. Developers will be expected to demonstrate how detailed design proposals incorporate a range of public spaces which can be used by different ages and create a coherent network of multi functional green infrastructure. Opportunities for the following should be considered:

- toddler play
- sensory spaces
- teenage play
- trim trails
- outdoor gyms
- allotments
- community gardens
- outdoor sports

Consideration should also be given to how residents can be involved in the design of the public spaces.



Relaxing green spaces



High quality public spaces



Precedent images



06

Development Delivery

06 Development Delivery

6.01 Development Areas

Development across the Ex Ne will take place over an anticipated 10 year time frame. The Freight site was granted planning consent in Spring 2021. The Chandless site is cleared and could be brought forward within a 2-5 year time frame. Within the High Street South sub area, the Council has cleared several sites in advance of development. It is likely that development within the Tynegate sub area will take place after Chandless. The Civic sub area is likely to come forward after High Street South later in the overall development programme.



Development Areas

06 Development Delivery

6.02 Infrastructure

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 a in a phased manner as part renewal process.

Improved and new pedestrian and routes

1. Improved and new primary Pedestrian route and secondary pedestrian route.

Improved and new cycling routes

2. Improved and new dedicated cycle route along A184, Park Lane and A167
3. Improved existing pedestrian/cycle routes across Park Lane bridge to connect Freight Depot to Chandless Estate.
4. Link Park Lane to St James Rd
5. Link Park Lane, Lindisfarne Rd to Sunderland Rd and Gateshead Highway
6. Improving conditions for pedestrian and cyclists at Five Bridges Roundabout (following removal of elevated Gateshead Highway)
7. Improving conditions for pedestrians and cyclists at Park Lane junction (following removal of elevated Gateshead Highway)
8. Dedicated cycle lane on High Street South linking through to Sunderland Rd
9. New pedestrian and cycle crossing of Gateshead Highway
10. New pedestrian/cycle crossing Park Lane between Freight Depot and Baltic Business Quarter

Transport

11. Gateshead Boulevard - Removal of highway flyover
12. Gateshead Boulevard - creation of tree lined boulevard from Durham Rd to Redheugh Bridge (includes reconfiguration of Oakwellgate)
13. Provision of a new bus, cycle and pedestrian link under the existing Gateshead Highway viaduct (until demolition), reconnecting Sunderland Road with High Street South at ground level.
14. Remodelled access onto Park Lane from Lindisfarne Drive – secondary emergency access and improved condition for pedestrian and cyclists








Public Realm & Open space

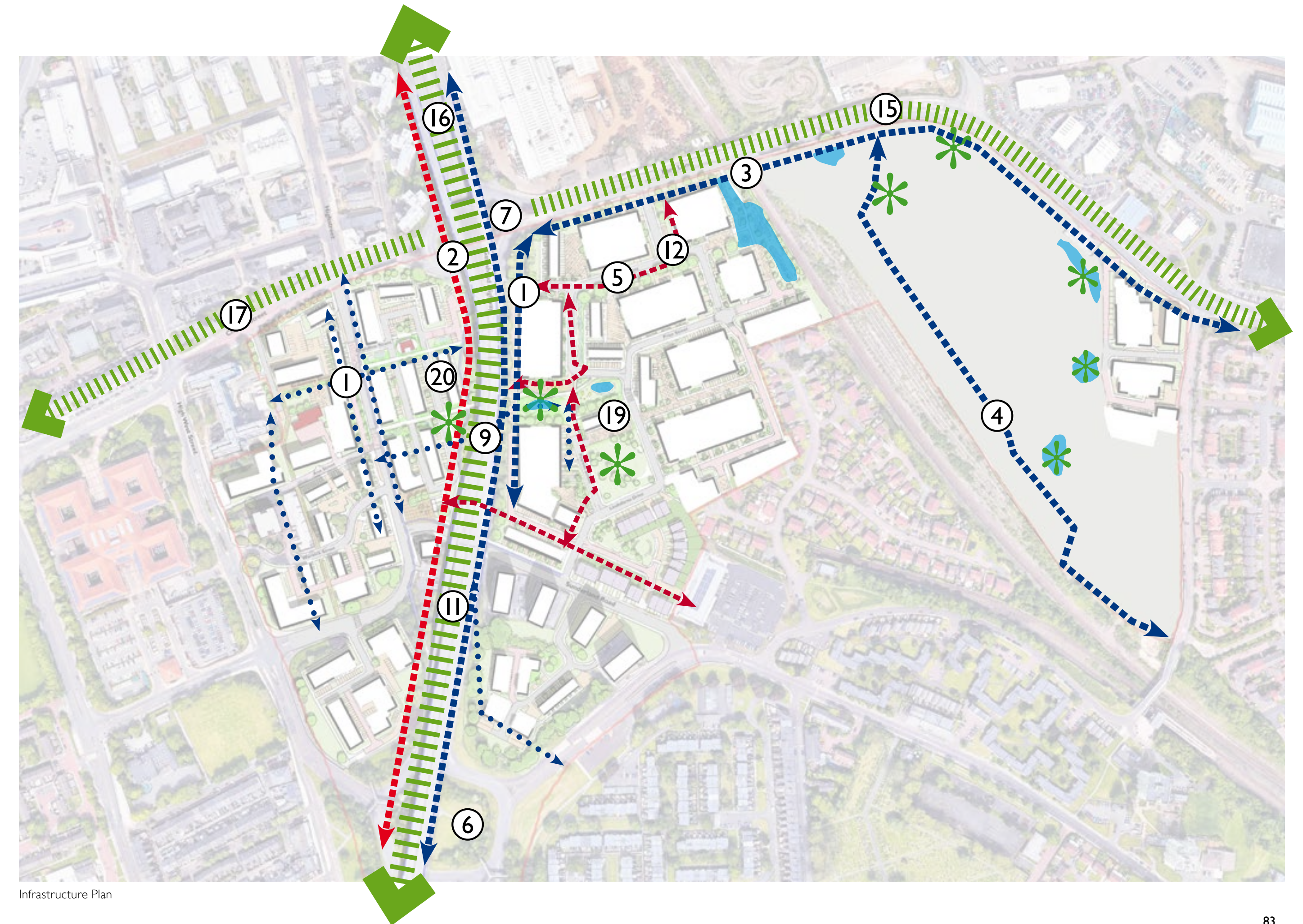
15. New Green Infrastructure minimum Corridor along A184, Park Lane
16. New and improved Green Infrastructure Corridor along Gateshead Highway
17. New and improved Green Infrastructure Corridor along Charles St
18. New Green space to the west of the railway line
19. New green space in Chandless
20. New public space adjacent the Blue Bell
21. Creating and improving existing green space at Charles Street / High Street West

Sustainable Urban Drainage

22. To the west of the railway line
23. Adjacent to Lindisfarne Drive with the new Chandless green space
24. Land Assembly
 - High Street South area.
 - Civic Area
 - St James Sq

Key:

-  Addressed Infrastructure
-  New Green Boulevard along primary roads
-  New Primary Pedestrian Route
-  New Secondary Pedestrian Route
-  New Cycle Route
-  POS
-  SuDs



Infrastructure Plan

07

Design Guide for Exemplar Neighbourhood

7.01 Design Standards and Guidance

The following sets out the key national design standards and criteria, development within Ex Ne will be expected to meet.

Building for a Healthy Life (BfL12)

Buildings for a Healthy Life is the latest edition of - and new name for - Building for Life 12. Organised across three headings relating to integrated neighbourhoods, distinctive places and streets for all, 12 considerations are presented to help those involved in new developments to think about the qualities of successful places and how these can be applied.

As a point of reference in the preparation of detailed design, developers shall:

- Commit to delivering and deliver development which is assessed as having met 9 of the 12 placemaking essentials.
- Illustrate how discussions with the local authority have refined the 12 placemaking criteria from design to delivery on site.

National Design Guide

The National Design Guide sets useful overarching principles of design similar to those illustrated in this guide.

Developers shall:

- Acquaint themselves with the guidance in this report and note in their response how best practice and relevant case studies have been used to drive quality of the detailed design for Ex Ne.

The Future Homes Standard

The new Future Homes Standard should ensure that all new homes built from 2025 will produce 75-80% less carbon emissions than homes delivered under current regulations. The government will first update the Building Regulations later this year to ensure new homes built from 2022 produce 31% less carbon emissions compared to current standards. In 2023 the government will consult about technical aspects of the Future Homes Standard before updating the Regulations again to come into force in 2025. Future Homes Standards will be controlled through Building Regulations.

Putting Health into Place

This guidance was released by NHS England to demonstrate how the principles of designing for healthy living can be embedded into development.

Developers shall acquaint themselves with these guides and explain how best practice with regard to Health is integrated into development proposals

Streets and Movement

To ensure Ex Ne is easy to navigate and encourage good levels of walking and cycling a movement hierarchy should be followed.

Developers shall:

- Design streets which are fully adoptable with the intention they are adopted by the Local Authority
- Give priority to pedestrians and cyclists
- Ensure the gateways to Ex Ne are inviting and create legible spaces for all modes of transport
- Ensure that primary and secondary routes provide convenient access to all phases of development and tertiary routes create comfortable, intimate scale streets for people
- Minimise the use of cul-de-sacs where possible
- Integrate trees and landscape into the streetscape including grass verges with planting
- Regulate vehicular speeds to the appropriate speed for the street and ensure an integrated approach for the control of speed to avoid 30mph layouts with 'bolt' on traffic calming
- Use simple high quality materials that minimise long term maintenance and agree with the Local Highway Authority a commuted sum payment where non-standard materials are proposed prior to adoption

Secured by Design (SBD)

Secured by Design (SBD) is the official police security initiative that is owned by the UK Police Service with the specific aim to reduce crime and help people live more safely. Their website (www.securedbydesign.com) includes several specialist design guides to help developers make use of proven crime prevention techniques and measures to incorporate them into the built form, layout and landscaping of new development, by maximising natural surveillance and managing through movement. This approach will be encouraged across the whole of the Ex Ne area.

07 Design Guide

Design Guide 1 - Housing Mix

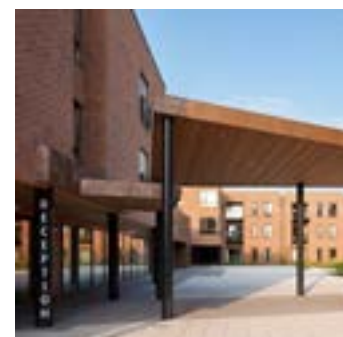
The quality and mix of house types will be planned to provide a range of exceptional homes in a vibrant community and attractive setting. This lifetime neighbourhood will cater for the needs of the modern family, couples and first time buyers whilst also providing opportunities for downsizing, empty nesters and Over 55's.

Proposals will provide the following house types

- Town houses
- Semi detached and terraced housing
- Duplex apartments
- Apartments – any proposals to include apartments should not total more than 30% of the overall housing provision across the Framework area



Cluster buildings with a mix of intergenerational housing



Use density to create a hierarchy of space



Create a family of housetypes that fit together in different configurations



Maisonette housetypes can double density whilst ensuring there is a front door for every house



Use repetition to create a sense of rhythm and order



Design Guide 4 - Building Heights

Building heights are an important element in influencing the overall impact and quality of the development.

Building heights for new build shall

- Be between two and six storeys (with the exception of a new block at Tynegate)

Proposals shall

- Create varied and interesting roofline
- Take account of changes in ground level
- Provide variety in building ridge levels, eaves levels and/or roof profiles whilst maintaining a coherent design approach

07 Design Guide

Design Guide 5 - Massing

To provide a fine urban grain which creates a varied street scene and strong sense of enclosure building plots shall be between approximately 4.4 and 8 m in width. The overall massing of proposals will be reduced by maintaining a vertical emphasis to structures and the inclusion of vertical elevational features and detailing.



Use vista stops and deflections



Use pinch points to enclose and open up a sequence of space



Consider how a resident might work from home

Design Guide 6 - Architectural Detailing

The aim is to create a unique and high quality architectural style across the Ex Ne which differentiates itself from other forms of housing becoming an exemplar for excellent levels of design and sustainability in a central urban location. Architectural detailing shall ensure

- House types must be bespoke to Ex NE
- Contemporary architectural vernacular
- Variety of house types
- Include landmark and corner turning properties
- Avoid large areas of blank elevations

The choice of materials is a key consideration in the design process and shall promote a bespoke contemporary architectural style.

Proposals shall:

- Include a high quality and durable materials which reinforce the contemporary architecture
- Provide a varied palette of materials to add interest to elevations and distinguish between house types
- Give careful consideration to the treatment of window and door surrounds as well as rainwater goods



Use level changes to your advantage

Design Guide 7 - Modern Methods of Construction

There is an aspiration for accelerated build rates across the Ex Ne and it is envisaged that Modern Methods of Construction (MMC) can assist with this. The Council will encourage a high level of MMC. Different forms of MMC include

1. OSM Volumetric: Involves the production of three dimensional units in controlled factory conditions prior to transportation to site
2. OSM Panellised: Flat panel units are produced in a factor and assembled on site to produce a three dimensional structure
3. OSM Hybrid: as referred to as semi volumetric, combined both panellised and volumetric approaches
4. OSM Sub assemblies and components: encompasses approaches which fall short of being classified as systemic OSM but which utilise several factory fabricated innovative sub-assemblies or components in an otherwise traditionally built structural fabric.
5. Non-OSM MMC: Encompassed schemes utilising innovative home building techniques and structural systems that fall outside the OSM categories.

A range of MMC have already been tested at Innovation Village in Gateshead close to the Ex Ne. The learnings from this should be applied to developments which come forward in the Ex Ne.



07 Design Guide

Design Guide 8 - Corner Treatment

To ensure the high standard of design in the development and the creation of an attractive and safe community, properties which present side elevations on to the public realm or which will be visible from long distances shall be corner turning properties. Corner turning properties will be a distinctive property type which:

- Provide adequate levels of activation and natural surveillance
- Have detailed and appropriately animated side elevations
- Blank elevations onto the public realm shall be avoided



Corner turners can activate and provide natural surveillance to side streets



Design Guide 9 - Building line and set back

A strong building line should be included to create a sense of enclosure, define streets and public spaces whilst ensuring a positive interface between the built form and public realm. The inclusion of occasional instances of stepping the building line back may be appropriate to aid in creating an interest street scene.

The set back of the building relates to the distance between buildings and the pavement/highway. The level of setback proposed is important in influencing the character of the street and the overall sense of relationship between the built form and public realm, it also allows for an area of defensible space between properties and the street.

Due to the relatively high densities being sought on the site and the urban nature of the development a narrow setback may be appropriate. To provide defensible space to the front of a property. The setback can be demarked through small areas of low level planting or through changes in surface material. Low level walls/railing may also be considered.



A planting strip next to houses can be used to soften edges



Avoid aligning houses to curved roads



Inset entrances or sheltered pop out entrances



Design Guide 10 - Frontage and natural surveillance

To provide a high level of natural surveillance, reinforce character and aid in legibility, development proposals shall provide active frontages onto public routes and spaces including:

- Routes through the site
- Facing onto Park Lane
- Facing onto Sunderland Road
- Public space at southern end of High Street South
- High Street South
- Charles Street
- Green spaces within proposed layouts

07 Design Guide

Design Guide 11 - Boundary Treatments

A clearly defined boundary between buildings and the public realm shall be provided and take into consideration the relationship between the proposed treatment and surrounding context.

Where particularly visible from the public realm boundary treatments must be of an high standards utilising a variety of materials e.g. brick walls, brick timber infill. Front boundaries are discussed in principle 8; building line and set back.



Integrate boundary treatments



Create a clearly defined edge to urban blocks



Safety should be a major consideration when deciding on a boundary treatment solution, and a balance needs to be struck between providing good security and privacy, but also good visibility and intentional overlooking to deliver a high level of natural surveillance.

Design Guide 12 - Private Amenity Space

All properties shall be provided with their own secure private outdoor amenity space. The space must be of an adequate size and may comprise the following forms:

- Roof gardens
- Terraces



Playful pop out and simple inset balconies



Utilise upper floors for private space



- Balconies
- Traditional rear gardens

Design Guide 13 - Public Realm and open space

The proposed higher density development within parts of the neighbourhood must be balanced by the provision of high quality open spaces and public realm. Proposals will provide a safe and secure public realm which offers a variety of uses, including soft and hard landscaping and usable open spaces, these may include communal gardens and pocket parks.

The public realm and open space shall:

- Be clearly defined
- Use high quality durable materials
- Be designed to maximise benefits to biodiversity
- Incorporate native tree and shrub planting including street trees
- Have activation and frontage from the surrounding built form
- Consider SBD measures in their design

07 Design Guide

Design Guide 14 - Connections

The development of the Ex Ne will improve permeability and connectivity for all users within the site and wider area. Streets form an important part of the public realm, they must be safe, attractive and cater for all users. The design of all streets should encourage active travel giving priority to people over vehicles.

Design Guide 15 - Vehicle Connections

Vehicular access to the High Street south area will utilise the existing road infrastructure

- Chandless will be primarily accessed via Sunderland Road
- All routes to be constructed to adoptable standards
- Create a variety of street types throughout Ex Ne
- Shared surfaces to be designed as extension of public space



Activate public space with amenity on ground floors



Prioritise the pedestrian



Reuse existing roads



Hide parking wherever possible

Design Guide 16 - Pedestrian and cycle connections

The development across the Ex Ne will create a safe healthy and sustainable neighbourhood. Proposals will capitalise on the area's location its proximity to the town centre and Baltic Quarter and enhance the quality of existing connections.

Proposals will

- Create safe, attractive and convenient pedestrian and cycle routes
- Connect with the wider pedestrian and cycle network
- Create safe pedestrian crossing points over existing road infrastructure
- Create a legible neighbourhood that is easy to navigate and find you way around

Design Guide 17 - Parking

Parking will be well designed, integrated into the development and contribute to the overall quality of the public realm. Proposals will create an environment where car parking does not dominate the street scene. To ensure this the following principles shall be followed

- Integrated garages shall not be the predominant form of parking
- Parking to the side of properties will be set back from the building line
- On street parking shall not dominate the street scene and be interspersed with areas of landscaping
- Courtyard parking shall be located within areas with adequate levels of activation and natural surveillance. Low level soft landscaping will be included to soften their visual appearance.
- To encourage cycle use, sufficient, convenient and secure parking and storage shall be provided at each residential unit of single occupancy
- Further guidance on parking standards is provided in MSGP Appendix 4a

Design Guide 18 - Storage

To aid in the creation of sustainable neighbourhoods and encourage healthy living all properties will:

- Provide secure and convenient cycle storage facilities
- Provide dedicated refuse and recycling storage within convenient locations
- Ensure storage does not dominate the street scene or detract from the architectural quality of properties

Design Guide 19 - Low carbon

To support the vision and create an exemplar development innovative forms of technology to provide 'smart homes' and creation of a sustainable low carbon neighbourhood the following will be encouraged

- Electric vehicle charging points within residential units
- Smart devices within the home
- Green roofs/living walls
- Renewable technology/energy and low carbon decentralised energy schemes

07 Design Guide

- Encouraging use of car clubs, e-bikes and scooter hire
- Promoting active travel

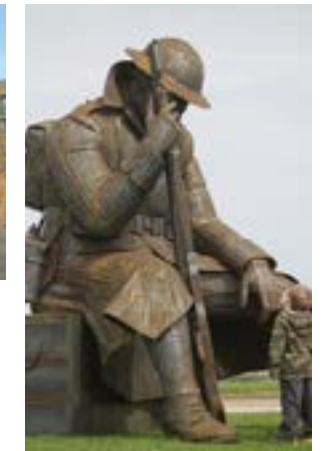
Design Guide 20 - Public Art

The masterplan framework proposes a series of public spaces which will vary in character and in terms of whether they are hard or soft spaces. There is an opportunity within these spaces to consider how public art can be integrated either as free standing pieces or as part of hard space. Consideration should also be given to how art may be integrated within buildings as part of the detailed design.

The incorporation of public art presents a range of opportunities to work with existing communities and local artists. Integrating public art can assist with creating a strong sense of place and character. The Council will encourage developers to consider imaginative ways in which public art can be integrated within new development proposals. Further guidance in respect of public art is contained within the Council's SPD 'The Gateshead Placemaking Guide and Policy CS15 of the Core Strategy.



Hide functional utilities and integrate bins



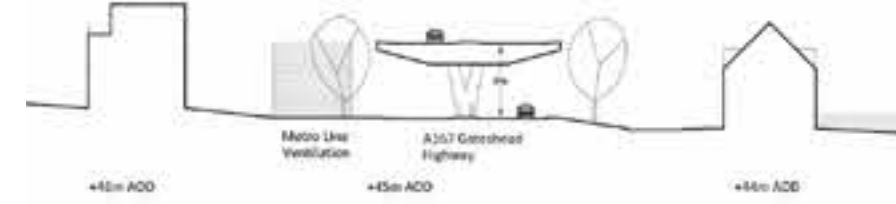
Precedent images demonstrating the different forms and ways public art can be integrated into new development and public spaces.

Appendix

Appendix

Using the Existing Highway

Whilst the ambition is to eventually to remove the flyover, the existing highway has the potential to still be in use for the next thirty plus years. In the short term some traffic is likely to be diverted to the lower levels and only the southbound traffic is to be kept on the highway. In order to take account the potential impact of noise and the need to ensure adequate space should the elevated highway be removed a 15m offset (shown in red dash below) free from development from the edge of the highway to the edge of a new building has been identified. No built development will be permitted within this buffer.



View looking underneath the elevated Gateshead Highway towards Tynegate



View looking north underneath the elevated Gateshead Highway towards the five bridges roundabout



Appendix

The Exemplar Neighbourhood following Demolition of the Existing Highway

Whilst it is not anticipated that the elevated highway will be demolished in the short term consideration has been given within the Development Framework to the implications of this being removed and how wider works such as a remodelling of the five bridges roundabout would impact on the masterplan. As a precautionary principle a 15 metre buffer has been allowed for either side of the existing Highway. This allows for demolition (as and when this takes place) and also creates a defensible buffer between proposed dwellings.



New land opened up following construction of new road layout



IDPartnership-Northern

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