

Forth Yards

Newcastle upon Tyne

Masterplan Vision and Principles -
Supplementary Planning Document

November 2025



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1.0 Introduction

Situated to the west of Newcastle city centre, the Forth Yards area extends over a kilometre along the north banks of the River Tyne. Comprising former industrial land, the area benefits from extensive views across the adjacent river frontage and represents a unique opportunity to transform the last large brownfield site in Newcastle's city centre into a sustainable neighbourhood for people to live, work, visit and enjoy.

Forth Yards is identified as a 'Development Opportunity Site' (D3) in the Newcastle Gateshead Core Strategy and Urban Core Plan adopted March 2015. In 2020, a Development Framework for Forth Yards was approved to guide development in the area. This framework now needs updating to co-ordinate comprehensive redevelopment due to the significant and complex site constraints, viability challenges and multiple ownerships.

The city council is going to prepare a Masterplan Supplementary Planning Document (SPD) for an enlarged Forth Yards area to support redevelopment of the area. This 'Vision and Principles' document is the first stage in a series of public consultation events to ensure local people, businesses and stakeholders can have their say on how they would like to see the area redeveloped.

The Masterplan SPD will be an important material consideration in the assessment and determination of planning applications and help to achieve the site wide vision and maximise public benefit.



- Locations
 - 1. Central Station
 - 2. Tyne Bridge
 - 3. The Glasshouse
 - 4. Gateshead Millennium Bridge / Baltic
 - 5. Grey Street
 - 6. St James' Park
 - 7. The Ouseburn
 - 8. Grainger Town / Grainger Market
- Key Sites
 - 1. Founders Place
 - 2. East Pilgrim Street
 - 3. Helix



1.1 Purpose of the Forth Yards Masterplan SPD

The Forth Yards area represents a unique opportunity to create a new highly accessible and sustainable residential-led neighbourhood in the heart of Newcastle City Centre. The area will also offer cultural, leisure and commercial opportunities.

By producing an area wide masterplan, the council will be able to ensure that its future redevelopment can come forward in an appropriate form and unlock its full place-making and economic potential. The masterplan will look to maximise public benefits and ensure public sector funding delivers a comprehensive and high-quality design and create a vibrant community.

The Masterplan SPD will:

1. Provide a common design framework between landowners of the site, supporting sustainable and integrated development.
2. Support viable and deliverable comprehensive redevelopment and avoid piecemeal and or stalled development.
3. Set out the development capacity and mix and the key critical and essential physical, green and social infrastructure and when these are required in a deliverable phasing programme.
4. Ensure that the on and off site infrastructure needs arising from the development are met in a timely and co-ordinated way.
5. Provide sufficient guidance to inform, assess, determine and co-ordinate planning applications.

6. Ensure a high standard of sustainable design and technologies to work towards zero carbon.
7. Engage and involve key landowners, delivery partners, stakeholders and the community in shaping the vision and proposals to secure strong buy-in to the vision.
8. Ensure that public sector funding is targeted on enabling and infrastructure works that will help facilitate the vision and secure comprehensive redevelopment.
9. Provide certainty on development and design expectations.

Upon its adoption, the Masterplan will be a material planning consideration in the assessment and determination of planning applications. It will also supersede the Forth Yards Opportunity Site Development Framework (2020).

Stages in the Adoption of Forth Yards Masterplan Supplementary Planning Document

1. Vision and Principles and Strategic Environmental Assessment Screening/ Scoping – Consultation for 6 weeks (Autumn 2025)
2. Draft Masterplan Consultation (Summer 2026)
3. Revised Masterplan Consultation (Autumn 2026)
4. Adoption of Masterplan as Supplementary Planning Document (Late 2026)

1.2 Context and Location

The Forth Yards Masterplan area covers approximately 36 hectares and over a kilometre along the north bank of the River Tyne. The masterplan boundary has been expanded from that covered in the Forth Yards Development Framework (2020) to incorporate land to the west to link to the Newcastle Business Park and to the north to link to Scotswood Road and Saint James Boulevard. The wider coverage will enable better connectivity with the wider area and a comprehensive approach to planning the area.

An area of influence outside of the Masterplan boundary is also identified. Within this wider area of influence there is potential to improve accessibility to the area and improve infrastructure to the benefit of the Forth Yard area.

KEY

Pharmacies

Schools / colleges

Community buildings

Elswick Park

Registered parks

Conservation areas

Listed buildings and scheduled ancient monuments

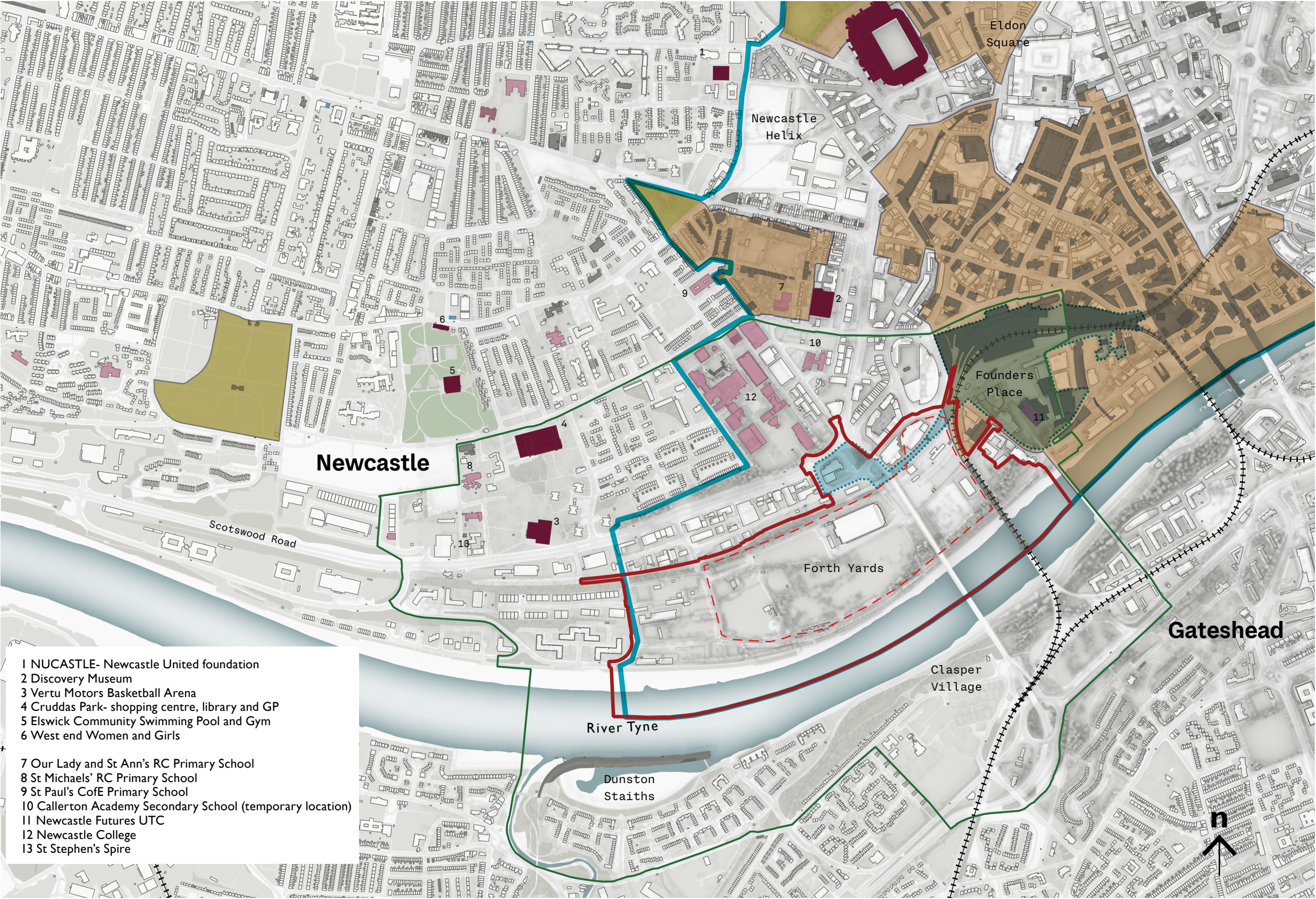
Urban Core boundary

Proposed Forth Yards boundary

CSUCP Policy D3 boundary

Area of influence

Accelerated Development Zone (ADZ)



1.3 Site Ownership

The Forth Yards area has multiple landowners. The City Council has a limited land holding, comprising highways, a surface car park and landscaped open spaces. Each individual landowner will be invited to help shape the vision for the area and their proposals.

KEY

S

Safestore Ltd

L

International Centre for Life

NR

Network Rail

OH

Olympian Homes

SD

Salamisso Developments

The North Eastern Electricity Board

Newcastle City Council

HE

Homes England

PA

Park Arena Limited

H

Heliport

Northern Gas Limited

TH

C.G.I.S. Tyneside House Limited

Hamstead Way Limited

JN

John Nixon Ltd

O

NCC/Kingsbridge Developments (WHS)

G

Lookers limited

SH

Stripe Homes (Quayside) Ltd/ Rockhampton Ltd



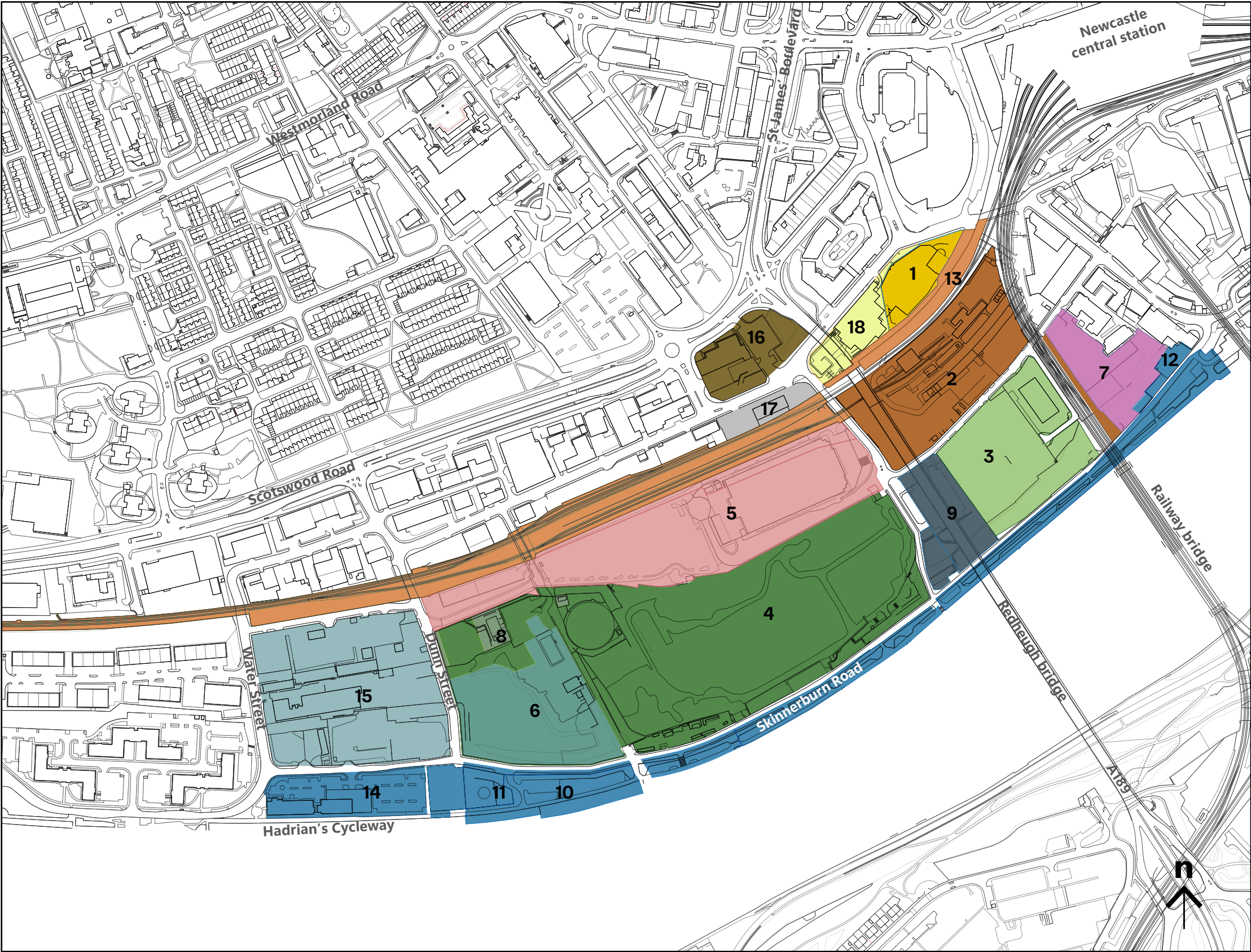
1.4 The Development Plots

The Forth Yards Area can be divided into several development plots:

- A number of plots are vacant or underused whilst awaiting redevelopment (2) Forth Goods Yard; (4) Quayside West; (7) Pottery Lane East; and (12) Skinnerburn Road.
- Plots occupied by commercial businesses have the potential to be redeveloped as part of the wider masterplan; (1) Safestore; (5) Utilita Arena; (6) Heliport); (15) Nixon's and (16) Ord Street.
- Development is progressing for private rented residential blocks on the (3) Pottery Lane West site by Olympian Homes Limited which is due to be completed in early 2027.
- There are three plots situated to the south of Skinnerburn Road (10,11,14) which are included in the Masterplan. However, the potential to redevelop these plots requires further study due to various site constraints.

KEY

16	Ord Street
1	Safestore
18	Times Square Car Park
17	Garage- Railway Street
13	High Line
2	Forth Goods Yard
3	Pottery Lane West
7	Pottery Lane East
9	Redheugh Bridge Car Park
4	Quayside West
5	The Arena
6	Heliport
8	Northern Gas Limited
10-12,14	Sites south of Skinnerburn Rd
15	Nixon



1.5 Planning History

Over the past 25 years there has been several major planning applications submitted to redevelop the area:

Quayside West

Outline planning permission was granted in 2002 and a final reserved matters approved in 2009 (2000/1923/02/RES) for 528 residential units (C3), 550 residential parking spaces, and a single retail unit and restaurant/public house. Site remediation works along with some minor engineering works effectively commenced works. However, there is no prospect of this permission being further progressed.

A Hybrid permission with detailed consent for site remediation, recontouring and an east/west link road from Pottery Lane to Dunn Street; and outline consent for mixed use development comprising of a series of 3-12 storey blocks for up to 1,100 residential units (Class C3), a hotel (Class C1) and up to 2,452 square metres of commercial and leisure floorspace (2018/1210/01/OUT) was granted conditionally along with a section 106 legal agreement on 7 January 2022. This permission has now expired without being commenced.

Newcastle Heliport

An outline Planning Application (2021/2349/01/EIA) for the demolition of existing structures and redevelopment for up to 280 dwellings with associated landscaping and engineering works (2014/1929/01/OUT) was refused permission October 2015 and then dismissed on appeal on 24 November 2016.

A second outline planning application for the demolition of existing structures on the site and its redevelopment for up to 356 dwellings in a series of 4 to 7 storey high blocks with associated underground car parking, landscaping and engineering works with all matters reserved was refused permission on 13 December 2024 on seven grounds. A subsequent public inquiry started 21 October 2025 under reference APP/M4510/W/15/3367599. A decision will follow in due course.

11-12 Skinnerburn Road

Planning permission 2019/0722/01/DET was granted in 2020 to redevelopment 11/12 Skinnerburn Road site for a 6 to 9 storey student accommodation block with ground floor offices, gym and coffee shop. Ground works were undertaken to commence this development.



Quayside West development proposals.

Pottery Lane West

Planning permission was granted conditionally in June 2021 for the erection of 2 blocks of residential accommodation (Class C3) comprising Block 1 (296 units in 12 to 7 storeys) and Block 2 (229 units in 9-5 storeys) and including landscaping, new public footpath, access and 52 no. car parking spaces (2020/0056/01/DET). A section 106 legal agreement which accompanies the permission includes securing public access through the site to link to off-site public landscape enhancement works under Redheugh Bridge. The block designs were subsequently amended to include a reduced number of apartments (522) and inclusion of external balls court on the roof of Block 1. The development is due to be completed in 2027. The apartments will all privately rented accommodation.

Safestore

The Safestore site on Forth Street is used for Class B8 storage units. In 2018 planning permission was granted to Safestore to alter the elevations of the building, inserting new window openings, doors and roller shutters and gates. The works were subsequently completed (2018/0509/01/DET).

In 2019 a lawful development certificate application (2018/1350/01/LDC) was granted for the use of the lower and upper roof levels of the building as a 119 space commercial car park.

Pottery Lane East (former Cemex site)

Two planning application have been submitted to seek to redevelop this former cement batching plant site into a residential use: - In 2017 an application for outline planning permission was submitted for the proposed erection of residential apartments and ground floor retail units with associated parking and amenity space, details of access, appearance, landscaping, layout and scale all reserved (ref. 2017/1873/01/OUT). This application was subsequently withdrawn in 2019; In 2021 a planning application for a 4-10 storey residential development comprising of 214 apartments and associated vehicular access, 20 no. car parking spaces, landscaping was submitted. This application was withdrawn on 10 November 2023.

Forth Goods Yard

Two temporary planning permissions have been granted to create a 200 space station staff car park on the western edge of the site, partly beneath Redheugh Bridge and associated dedicated walking route along the former Newcastle-Carlisle viaduct to the station for Network Rail staff. The permission was only temporary in order to allow for the sustainable master planning of the wider Forth Goods Yard site. These permissions were granted subject to conditions requiring the car park to be used only by Newcastle Central Station staff and the implementation and monitoring ecological mitigation measures on the site.



2.0 Forth Yards Masterplan Vision



01

Sustainability and Climate Change

The Forth Yards regeneration will place sustainability and climate change considerations at the heart of all design and development decisions in response to the climate emergency and goals of the Public Sector Partners.

02

Community and Purpose

A vibrant, inclusive and diverse community of residents, workers, makers and visitors will extend the Quayside Waterfront experience, improve connectivity to the south bank and harness links to the station, Quayside, College and Helix thereby forming a western “bookend” to the Ouseburn.

03

Pride of Place and Character

A desirable, safe and welcoming neighbourhood with a distinct identity will be created with coherent landscaping, positive ecology, and a focus on wellbeing.

The site will be the City’s western gateway with a sense of place borne from its unique physical characteristics and proximity to the City Centre.

04

Growth and Prosperity

Sustainable economic growth will be created by public sector investment which balances delivery imperatives and wider public value and economic goals.

05

Connectivity and Movement

The new neighbourhood will be sustainably connected to the city centre, the west end, Gateshead and wider region.

Unique opportunities for direct connection to the station and Quayside will be embraced.

06

Partnership, Delivery and Engagement

Effective partnership with landowners will be forged to underpin cohesive and effective delivery and harness the value uplift derived from cohesive placemaking. Further value will be driven by committed engagement with a full spectrum of community and institutional stakeholders.

The shared vision for the area is to transform this key piece of the city’s industrial heritage into a sustainable neighbourhood for people to live, work, visit and enjoy. This will be delivered through creating a residential-led neighbourhood with generous open space and supporting culture and leisure uses - a place where people, business and commerce can thrive.

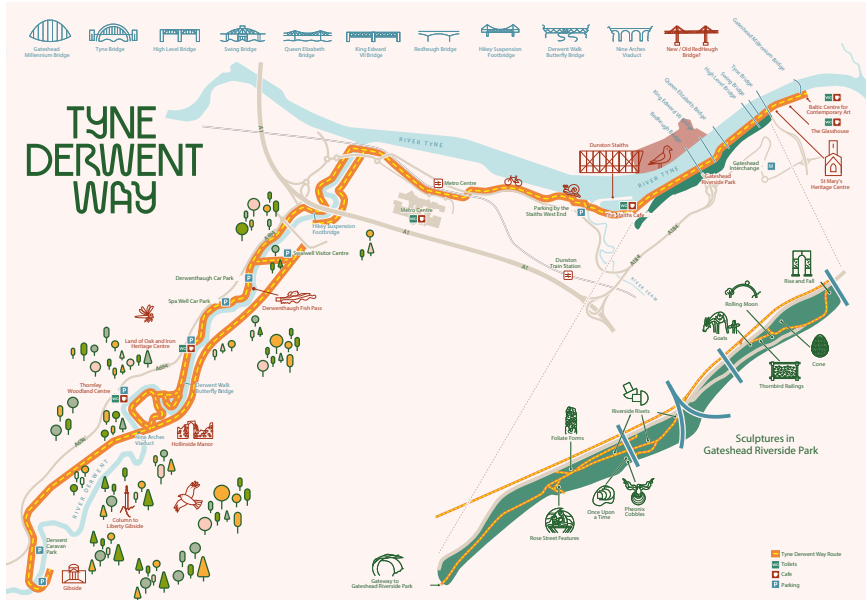
In 2024 a shared Forth Yards vision statement was developed through workshops with public sector partners, landowners and other

local stakeholders and is set out in more detail in section 2.1 overleaf. Six primary objectives and a series of secondary objectives were identified flowing from the shared vision for the area. The six primary objectives are listed above with the secondary listed in Appendix 1.

The future vision for the masterplan area will be shaped by the community and stakeholder partners. The objectives in how to deliver the vision will also be subject to consultation and review as the Masterplan develops.

A CGI illustrating a central public green space linking the historic railway line and the Tyne.

2.1 Vision Statement

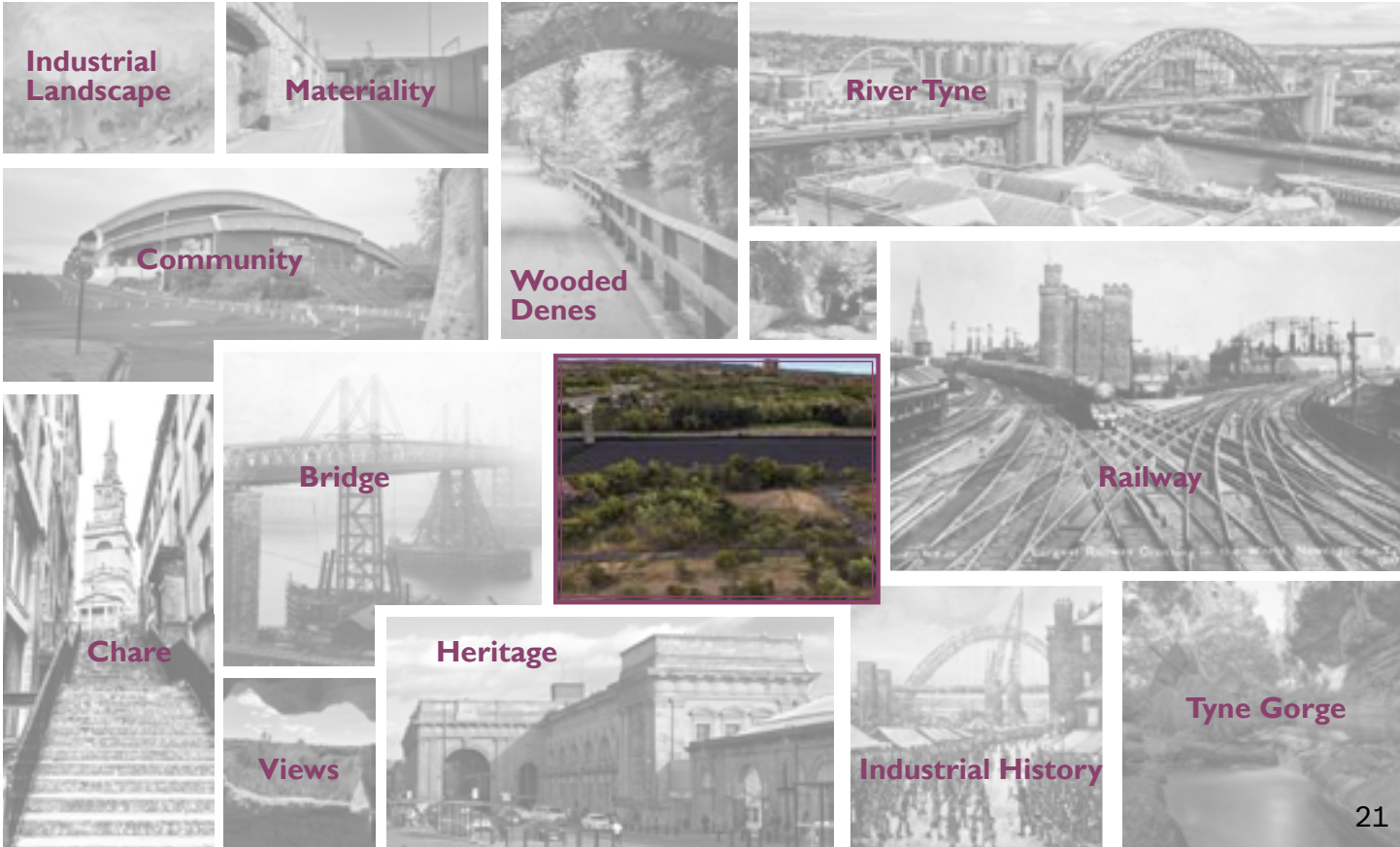


The Derwent Way Strategic routes and landmarks.



“By 2043 the Forth Yards area will be a vibrant new mixed use urban quarter, well connected to the heart of the city, the Quayside and beyond. It will become an attractive new gateway to an exemplar sustainable neighbourhood for people to live, work, visit, invest and enjoy...

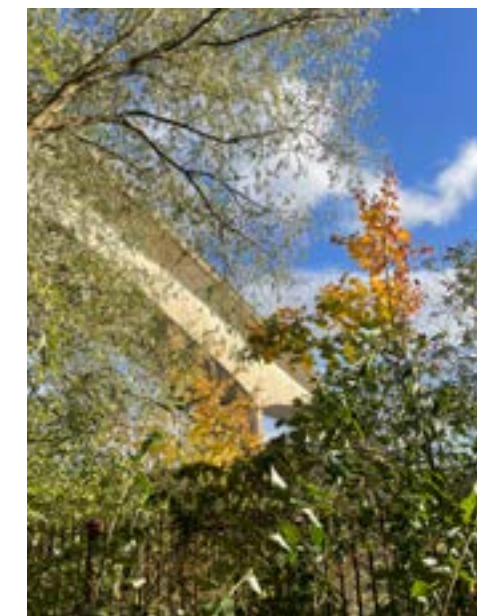
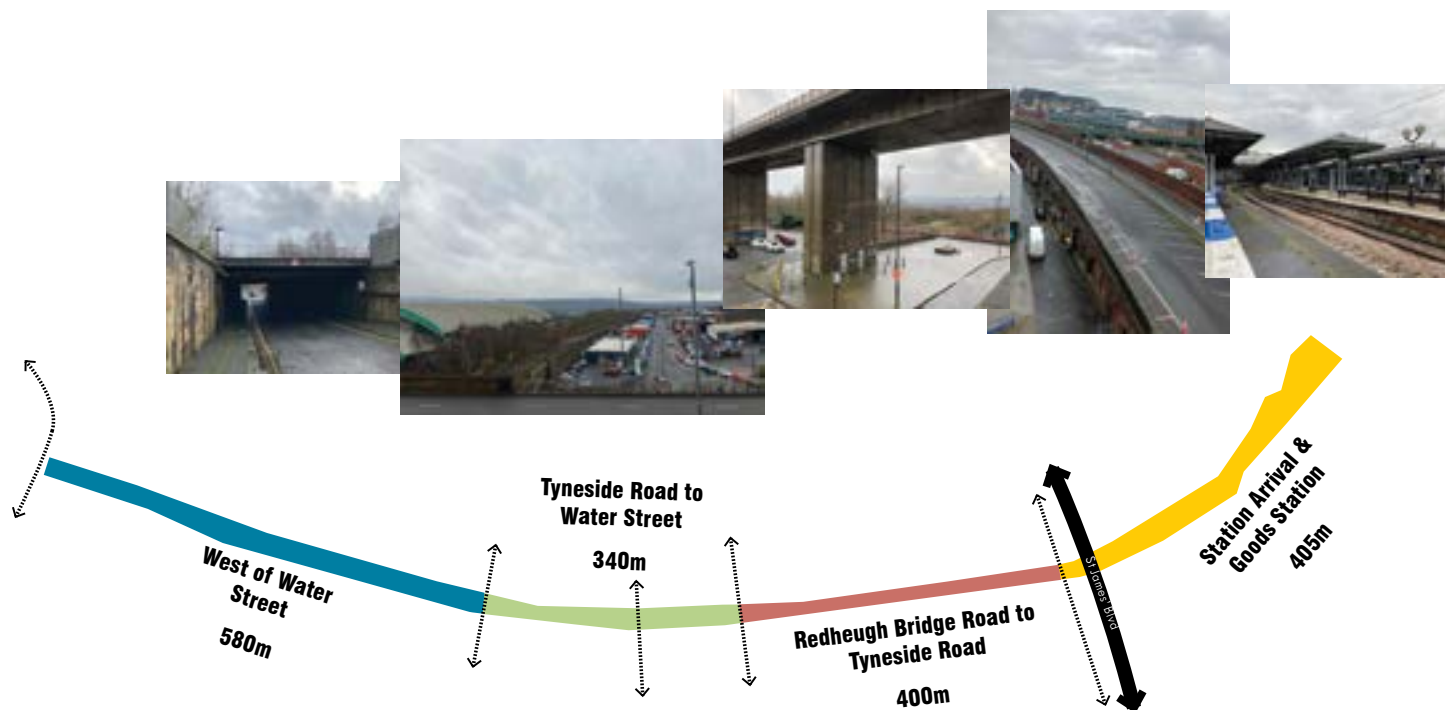
...The area will represent a step change in design and sustainability standards providing housing for all, generous open space, culture and leisure, and a place where business and commerce can thrive and grow. It will be home to a new urban park interlinked to beautiful tree lined streets and spaces, leading to a more connected, safe, and inclusive city...



...The Highline will bring life to historic structures, landscape and ecology, whilst life below the bridge will add a new dimension to the area with much needed variety, choice and fun...



...Forth Yards will be a new destination rich in character and local identity, a place which keeps pace with our growing city, strategically anchored by an appropriate mix of uses including key cultural and heritage assets. It will be a place of Geordie pride."



3.0 Planning Policy

3.1 National Planning Policy

The Government's planning policies for England are contained in the National Planning Policy Framework (NPPF). The Framework should be read as a whole and is a material consideration in the determination of planning applications. It sets out that achieving sustainable development means that the planning system has three overarching objectives: economic; social and environmental. Planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. In pursuit of this, policies should make sufficient provision for housing, commercial and leisure uses, infrastructure and community facilities, and provide for the conservation and enhancement of the natural and historic environment.

There is a presumption in favour of sustainable development on brownfield land, with substantial weight given to the value of using suitable brownfield sites within settlements for homes and other identified needs, unless substantial harm would be caused.

The NPPF identifies good design as a key aspect of sustainable development. Chapter 12 outlines the need for clarity on design expectations to help create high quality, beautiful and sustainable buildings and places.



National Design Guide (2021)



National Model Design Code (2021)



Building for a Healthy Life (2020)



Streets for a Healthy Life (2022)



10 Characteristics of Well-Designed Place from National Design Guide (2021)

3.2 National Guidance

There are national planning and design guidance documents which will be used to assess developments to ensure delivery of the required high quality sustainable standard sought across the area.

The National Design Guide identifies ten characteristics of well-designed places: context; identity; built form; movement; nature; public spaces; uses; homes and buildings; resources; and lifespan. It should be read in conjunction with documents such as Manual for Streets 1 and 2 and Building for a Healthy Life (2022).

The National Model Design Code is also a material consideration and expands the ten characteristics of good design set out in the National Design Guide. It sets out detailed guidance on the production of design codes and policies to promote successful design.

Streets for a Healthy Life is a companion guide to Building for a Healthy Life with a focus on what good residential streets look like and how they function.

Sport England's Active Design Guide (2023) sets out how design can help people lead a more physically active and healthy life through following ten principles. These principles will be used to help shape the masterplan.



Active Design Guide (2023)

3.3 Local Planning Policy

Newcastle Local Plan

The adopted Local Plan for Newcastle comprises the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne (2010-2030) and the Development and Allocations Plan (2015-2030). The Core Strategy and Urban Core Plan (CSUCP) is the first part of both councils Local Plan and is a strategic planning framework that sets out an overall vision and spatial strategy to deliver the councils' ambitions of economic prosperity and creating lifetime neighbourhoods. The Development and Allocations Plan (DAP) is part two of Newcastle's Local Plan. It provides detailed policies to be used in decision-making on planning applications, allocations of housing and employment sites to support the Core Strategy, and designations of retail centre boundaries and sites for environmental protection. Developments in the Forth Yards area will need to address all relevant policies set out in these documents.

Policy D3 of the CSUCP allocates the Forth yards area for mixed use with principal uses of Office (B1), Leisure (D2) and Residential (C3).

Policy D3

Development in the Forth Yards area must:

- i. Maintain and improve access to the site and provide clear routes across the site for pedestrians, cyclists and public transport;
- ii. Improve access roads to and through the site;
- iii. Maintain and improve access to the River Tyne creating visual links to the river;
- iv. Provide a high quality landmark entrance respecting and responding sensitively to the Tyne Gorge and the scale and setting of the Redheugh and King Edward Bridges; and
- v. Provide a public space in the area between Redheugh Bridge Road and Pottery Lane.

The Forth Yards site area also falls within the Discovery Sub-Area of the Urban Core. Policy D1 establishes the sub-area as a major gateway entrance and target for regeneration and extending connections west from the Urban Core. Within the Discovery Sub Area the site has been identified as a Development Opportunity Site.



Emerging Local Plan

Newcastle and Gateshead Councils have begun preparing a new joint local plan to cover the period up to 2045. Once this new local plan is adopted, the Forth Yards masterplan will either form a Supplementary Planning Document in support of the Plan or could form part of the plan.

The CSUCP identifies the need for a masterplan to guide future development in the area. This is required to ensure essential infrastructure is brought forward to make the area accessible and a sustainable neighbourhood. Consequently, the Forth Yards Opportunity Site Development Framework was first adopted by the Council in 2016 and then revised in January 2020 to be used to assess planning applications and their development plan compliance.

A list of other local plan policies and Supplementary Planning Document materials that apply to the Forth Yards area can be found in Appendix 2.

4.0 Site Analysis

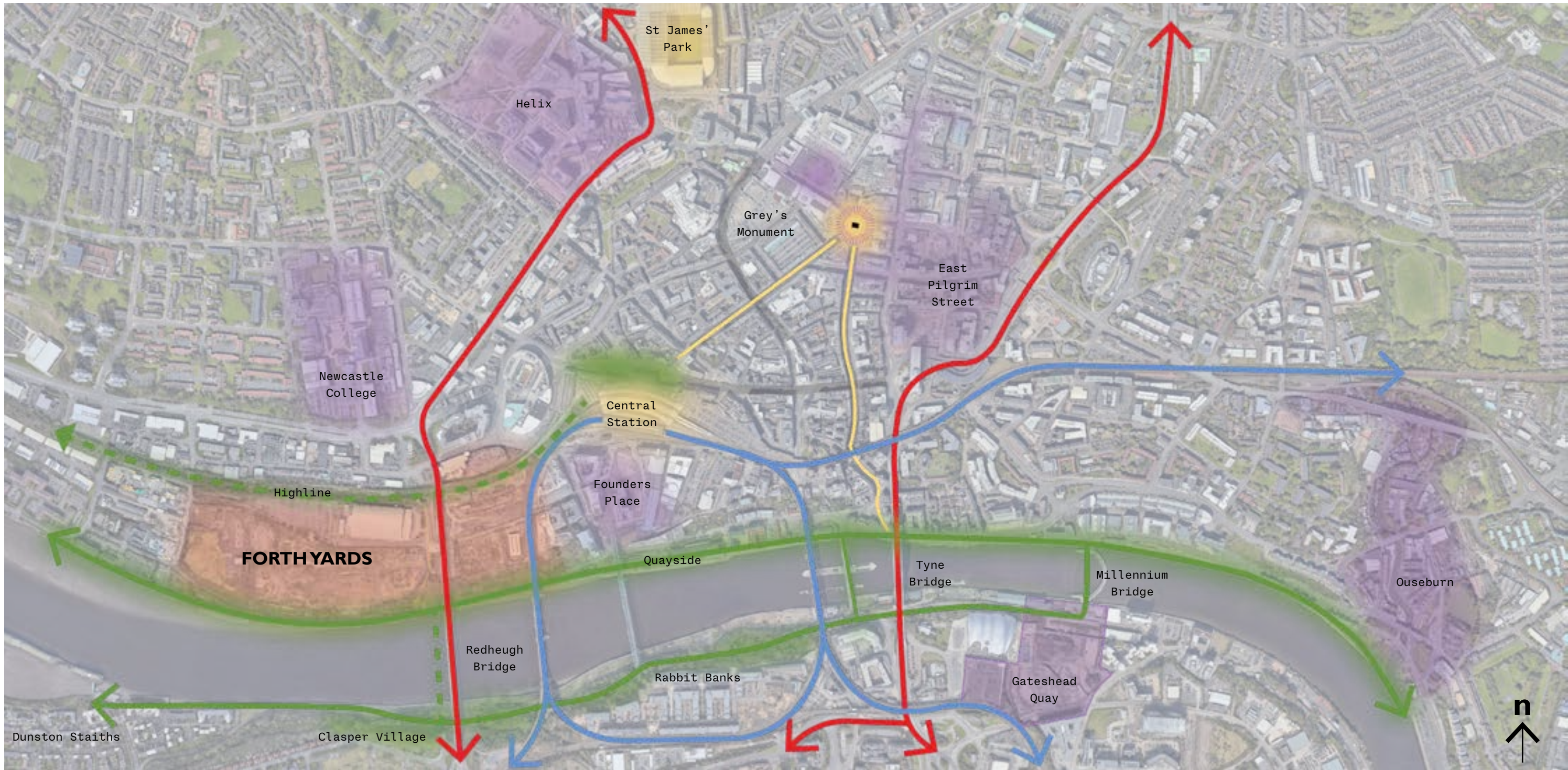
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Above: An aerial view of the site from the south.

4.1 The Site and the City

Forth Yards is located at the western edge of the city centre, immediately west of Central Station and the Quayside.



4.2 Site Characteristics

The Forth Yards site has four chief physical characteristics which make it ideal for redevelopment:

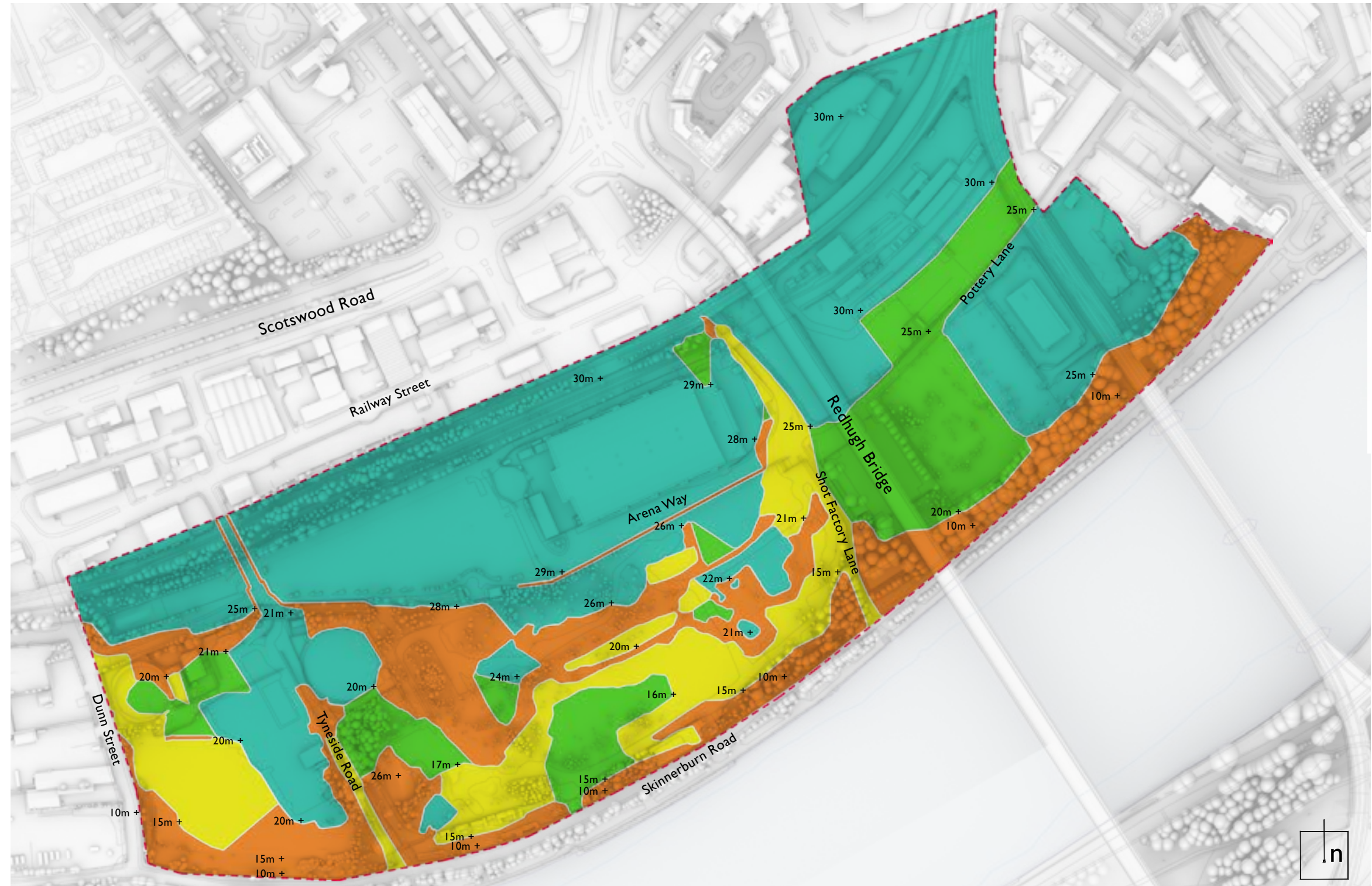
- a spectacular south to south-west orientation
- a topographical cascade towards the river
- over 1km of river frontage
- historic rail and river heritage features

The tiered topography of the area represents a challenge to create accessible routes between sites, but also an exciting opportunity to create a new layered contemporary river frontage to this part of the city centre.



Key

- Gradients 1:40 and above
- Gradients 1:40 to 1:21
- Gradients 1:21 to 1:12
- Gradients 1:12 and below



4.3 Archaeology and Below Ground Heritage

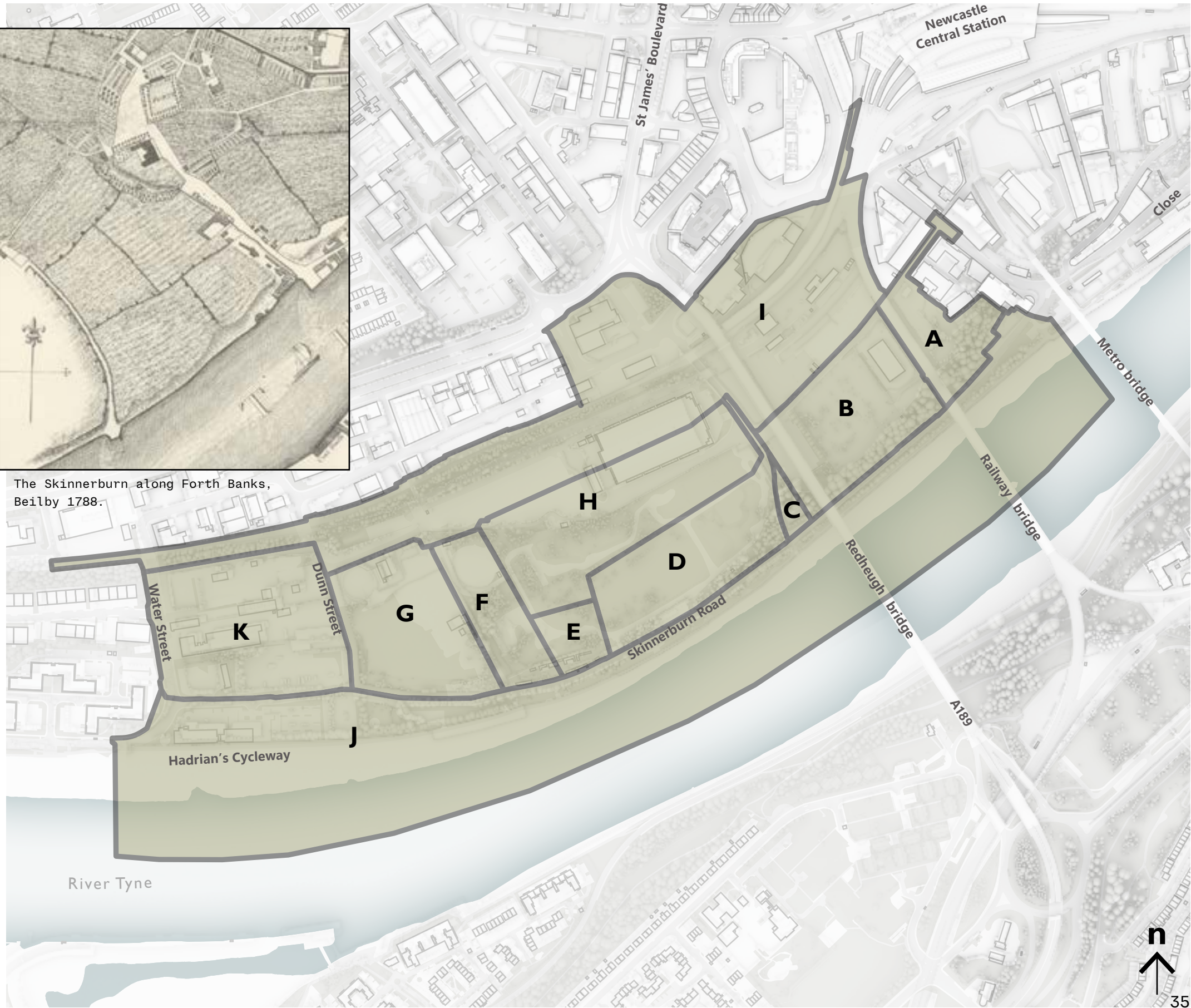
Archaeological remains around Forth Yards range from the prehistoric to the industrial periods. While an Early Bronze Age logboat (c. 2500 – 1500 BC) was dredged from the Tyne near the mouth of Skinner Burn in 1869 and medieval pottery was found during groundworks at Pottery Lane and the former Mitford school (F) , Forth Yards is characterised by industrial development as a result of the commercial and industrial expansion of Newcastle upon Tyne from the late 18th century.

Historic mapping dating to the early 18th century shows the area around the Skinner Burn as largely agricultural but the foundation of the early Elswick Lead works in 1778 marked an influx of industrial development. As a result, the area which would become Forth Yards was a key part of the Newcastle to Carlisle Railway in the early 19th century and the original Newcastle terminus for the line was located here before it was demolished to make the connection to the Central Station with the High Level Bridge across the Tyne in the mid-19th century.

There are eleven key archaeological zones within Forth Yards:

- A: Former Cattle Lairage and Glass Works (east of the King Edward VII railway bridge)
- B: Former Stables, Engineering and Glass Works (Pottery Lane)
- C: Former Redheugh Bridge Road
- D: Former Elswick Lead Works
- E: Former Mitford School
- F: Former Mitford Street and Tyneside Terrace
- G: Former Water and Gas Works (Newcastle Heliport)
- H: Former Forth Yards Sidings and Victoria Running Ground
- I: Former Forth Yards and Forth Banks Goods Station
- J: Former Elswick Wharf along Skinnerburn Road
- K: Former Elswick Leather Works

Significant archaeological remains are largely 19th century and 20th century industrial buildings, however, there are exceptions (such as Zones E and F). In addition, due to historic clearance, the quality of archaeological survival varies. For example, the remains of some buildings have been incorporated into later structures such as retaining walls along Skinnerburn Road.



4.4 Ground Conditions

The Forth Yards industrial past has left a legacy of ground contamination that will require remediation to make each site suitable for occupation to a level that demonstrate no linkages to contaminants that would impact upon the health of future occupants.

Several sites in the Forth Yards area have had site investigations to understand the impact of their industrial history upon ground conditions and how they can be remediated.

Arena Site

The Arena site was historically used as railway lines connected to Forth Goods Station Yard. Remediation was undertaken to a level suitable for use as a Arena in the 1990s.

Quayside West

Quayside West was used for over 200 years as a lead works. As a result significantly elevated levels of lead, arsenic and asbestos and concentrations of polycyclic aromatic hydrocarbons (PAHs), total petroleum hydrocarbons (TPH) and BTEX are found across the site. A site wide remediation strategy which includes the removal/ bioremediation of PAHs and sealing remaining contaminated materials beneath a clean capping layer and membrane with topsoil above and gas protective measures will be necessary.

Pottery Lane East

Pottery Lane East was last used as a cement batching plant. It is recorded as having elevated concentrations of TPH, BTEX and PAH and sulphates. Ground bearing floor slabs or additional loadings should not be developed at the top of the site southern escapement edge. Made ground materials would only likely be suitable for reuse below areas of hardstanding or beneath clean material and membrane with gas protection measures.

Heliport

The Heliport site was historically used as the city’s town gas works. The site was partially remediated in the 1990s to a level suitable for use as a heliport. It contains significantly elevated concentrations of arsenic, lead, cyanide and asbestos and PAH and inorganic (copper and selenium and zinc) and organic contamination BTEX compounds and significantly elevated concentrations of methane, carbon dioxide and volatile organic compounds (VOCs). A site wide remediation strategy which includes the removal/ bioremediation of PAHs and sealing remaining contaminated materials beneath a clean capping layer and membrane with top soil above and gas protective measures will be necessary.

Forth Goods Yard

Localised contamination has been identified relating to the historic use of the site as a railway station and is classified as ‘Low’ to ‘Moderate’ risk. Initial hazardous ground gas monitoring data indicates that the Site would be classified as Very Low Risk.

Nixon site

The Nixon site was used for various industrial uses such as tannery and engineering works.

Quayside Frontage

Sites south of Skinnerburn Road include historic industrial uses, The presence of PAHs on these site will require a site remediation strategy to include the removal/ bioremediation of PAHs and sealing remaining contaminated materials beneath a clean capping layer and membrane with top soil above and gas protective measures will be necessary.



The Leadworks taken from south of the River, October 1965



A birds eye view of the area from Tyneside Terrace eastward, 1929

4.5 Coal Mining Legacy

Parts of the Forth Yards area fall within an area of historic coal mining activity and so are identified as Development High Risk Areas by the Mining Remediation Authority. The depth of seams varies across the area. A number of the worked seams are likely to be less than ten times the height of the possible working. As such, the working could present a risk of mineral instability to proposed development and requires further investigation.

A number of mine entry points have been identified across the area, including on the Quayside West, Heliport and north east of the Pottery Lane East site. There is also a geological fault passing through the western edges of Quayside West, Heliport and north eastern corner of the Nixon's sites. Seam depths either side of the fault could vary by as much as 10 metres. The Brass Thill is reported 23 metre below ground level potentially indicating a fault displacement of depths ranging from 13 to 33 metres. The presence of the fault presents a risk of potential differential movement either side of the fault due to the recorded working in the Brass Thill coal seam. As such, any structures proposed to be spanning the fault location are designed with a suitable span and cantilever in accordance with Coal Authority guidance.

The presence of recorded shallow flooded mine workings (less than 23 m depth), together with a mine shafts across the Heliport and Quayside West sites present a high risk for mine gas emissions. As such a detailed mine gas risk assessments will be required for developments on these sites.

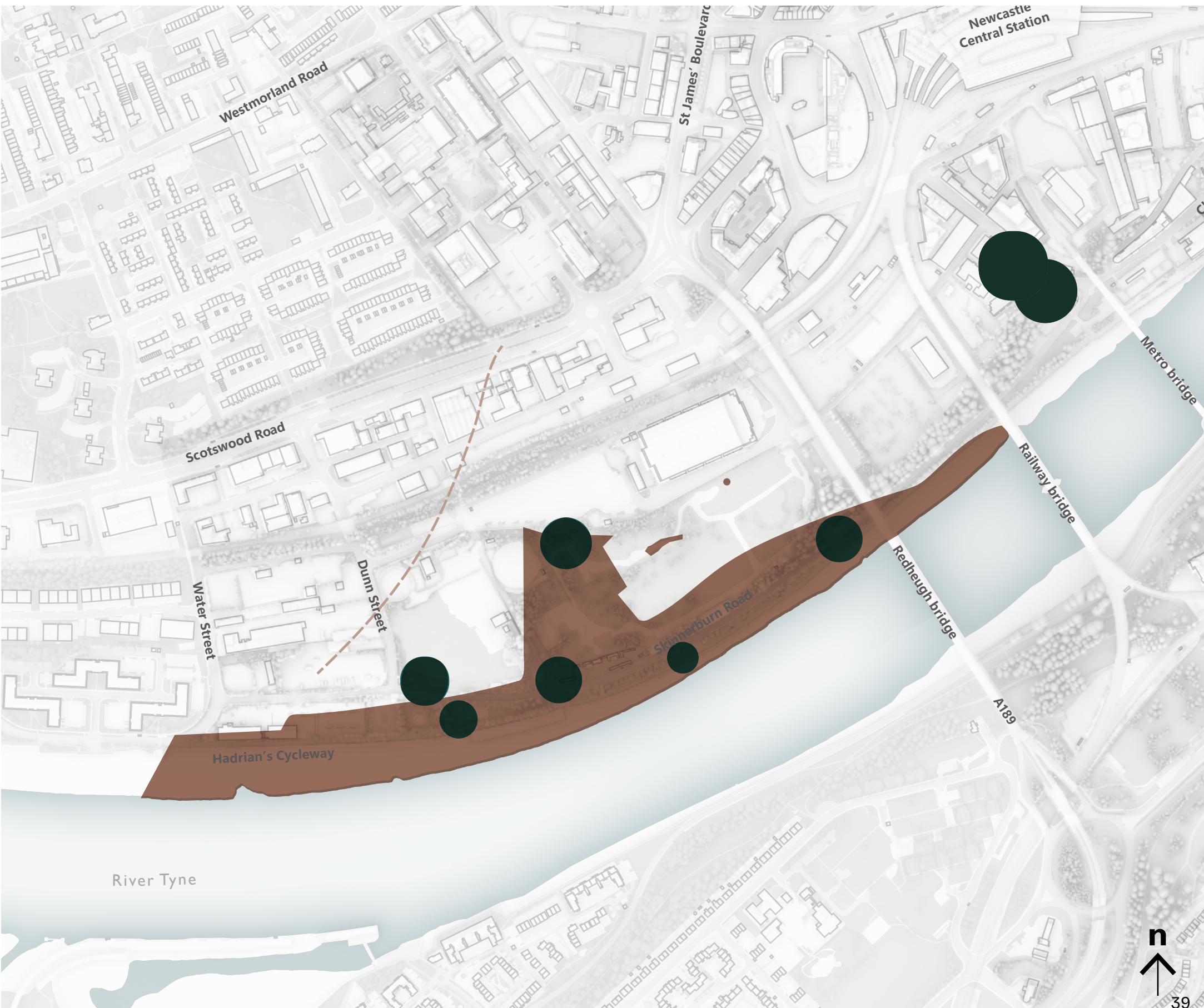
All applications in the High Risk Areas will need to undertake a The Coal Mining Risk Assessment in accordance with the principles of current guidance including the Coal Authority's guidance document "Risk Based Approach to Development Management - Resources for Developers Version 4" (2017) (Ref. 1) and CIRIA "C758 Abandoned Mine Workings Manual" (2019) (Ref. 2).

KEY

Mine Entry
Potential zone of influence

Development high risk area

Fault line



4.6 Utilities

Electricity and gas supply

Electricity to serve the area is supplied from two Northern Power Grid Distribution substations: Close Substation and Benwell Substation. There may be a need for a new primary 33kV/11kV or 33kV/6.6kV substation to increase capacity to serve the future development for power supply, network resilience or future expansion needs. Further work on electricity supply needs will be progressed as part of the Masterplan.

The Elswick Gas Governor Station is situated to the west and east of Tyneside Road. This gas infrastructure will require reconfiguration to accommodate a proposed link road across the adjacent Quayside West site and proposed district energy centre to serve the area.

Telecommunication

Telecommunication routing for Virgin Media, BT Openreach, and City Fibre traverses parts of the area. Additional capacity can be secured within existing and extended ducting within roads and buildings to provide gigabit connections. The potential need for a sitewide intranet or data network through which building management systems, smart functionality, heating requirements, and electrical consumption and production could be coordinated, will also need to be planned.

KEY



Electricity Substation



Water pumping station



Gas Station



Overflop



Surface water



4.7 Historic Structures

The Forth Yards area contains several historic structures which help interpret the industrial and rail heritage of the area.

The Grade II listed King Edward Rail Bridge is the only designated heritage asset in the Masterplan area. It was built between 1902 and 1906 and comprises sandstone piers and red sandstone approach viaduct with steel girder bridge deck and arches.

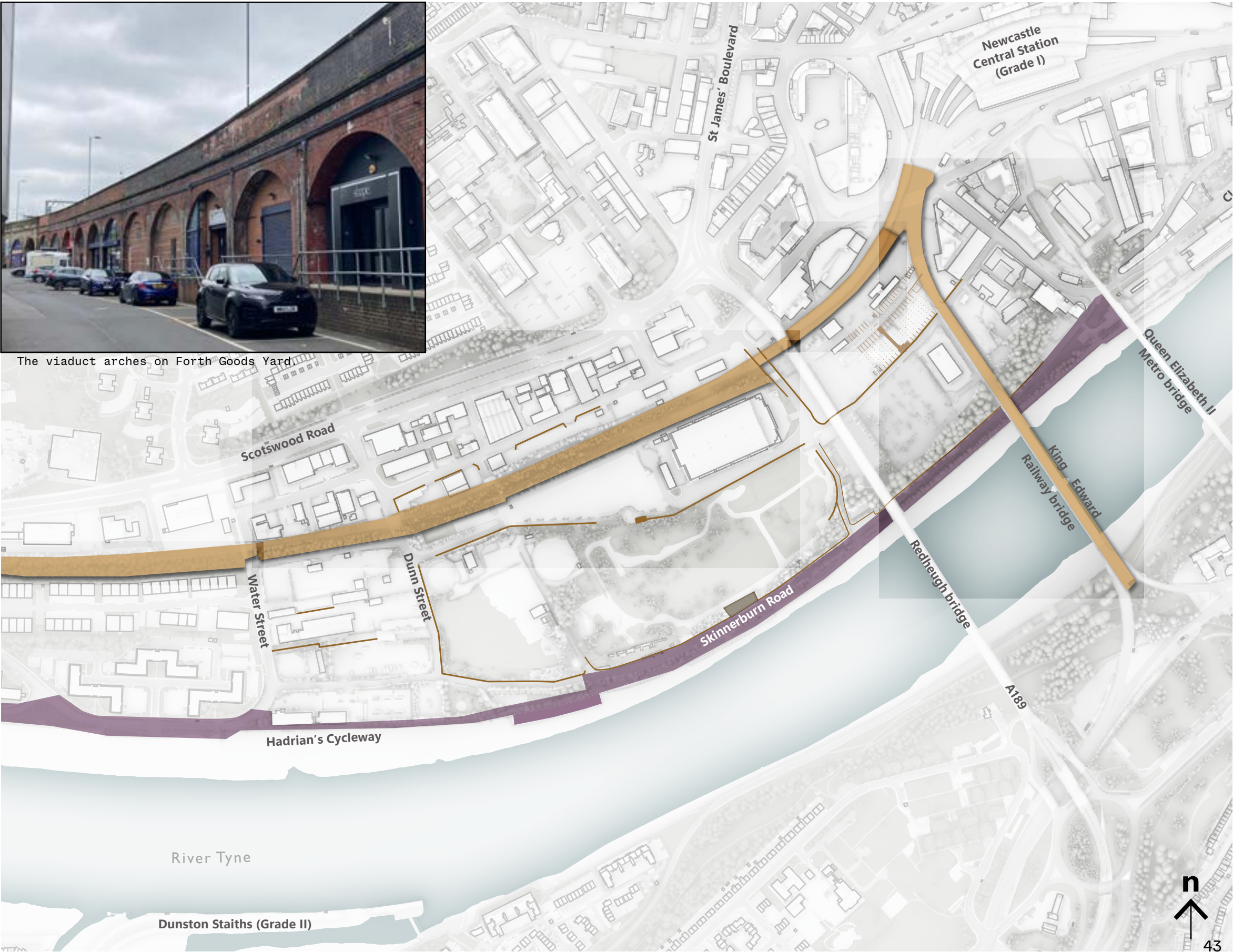
There are several non-designated heritage assets in the masterplan area:

- The Forth Goods viaduct is a brick and stone structure with arches under and historically carried the Newcastle-Carlisle rail line along the north bank of the Tyne;
- The vaulted undercroft of Forth Goods Yard;
- Tyne Waterfront, including the Victorian Elswick Warf timber platform in the River Tyne.

Other historic features also contribute to the character of the area, notably: Forth Goods Yard frontage to Pottery Lane and Redheugh Bridge Road; retaining and boundary walls and former signal house on the Arena site; Quayside West boundary walls to Skinnerburn Road and Shot Factory Lane and central load out building to Skinnerburn Road; Heliport boundary walls on Skinnerburn Road and Dunn Street; Nixons Site retaining walls and structure through the centre of the site; the remnants of historic structures west of 11/12 Skinnerburn Road; and the stone walls and other features relating to the former Newcastle-Carlisle rail line.



The viaduct arches on Forth Goods Yard.



- | | |
|-------------------------------------|-----------------------------|
| Structures of Historic Significance | Industrial legacy buildings |
| Tyne Waterfront and Elswick Wharf | Historic undercroft |

4.8 Barriers to Movement Across the Area

Movement through the Forth Yards area is restricted by a series of physical barriers;

- the sloping gradients across the site and associated stone retains walls restrict north/south movement.
- Transport infrastructure, in the forms of Scotswood Road (A695), the former Newcastle-Carlisle rail line and the East Coast Main Rail Line, all act as physical and psychological barriers to pedestrian and cycle movement in and out of the area;
- The River Tyne prevents movement to the south. The nearest pedestrian bridge crossing is on the east side of Redheugh Bridge which is narrow and heavily impacted by road traffic noise and cross winds. It is not recommended for cycle use. The nearest alternative pedestrian/cycle crossing is the High Level Bridge.



4.9 Existing Transport Links

There is no current public transport directly serving the area. The nearest bus routes to the area are along Scotswood Road/Railway Street. Central Station provides access both to national rail network and Metro rail system.

The primary distributor roads serving the area comprise Scotswood Road (A695), Saint James' Boulevard/Redheugh Bridge (A189) and Forth Street/ Forth Banks (B1600). Future development in the area will be managed to minimise through vehicular movements and focusing traffic to use the Urban Core Distributor Road which is routed around the periphery of the area.

Car Parking

Within the Forth Yards area there is public car parking available at the Arena site (600 spaces), Safestore (119 spaces), Time Square (635 spaces) Stephenson Car Park (360 spaces) Grainger Car Park (401 spaces) and Tyne Riverside Park (30 spaces). Other public parking locations are available close to the edge of the area in both on -street parking and multi-storey car parks. The existing highway network is dominated by unregulated on-street parking and limited natural surveillance.

KEY

Footpaths
- National Trails/Coastal Path

Cycle Routes
- National Cycle Network

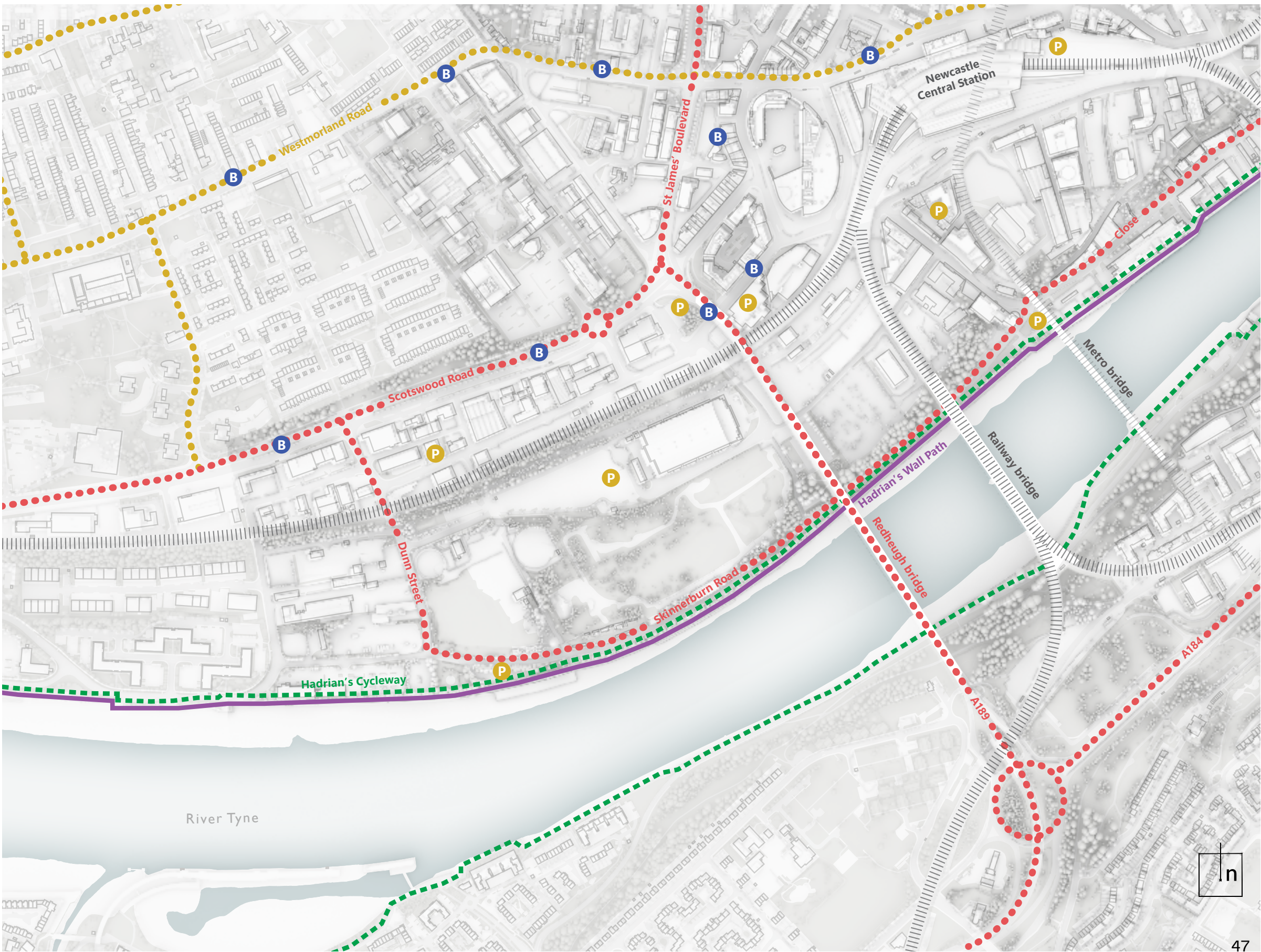
Urban Core Distributor Road

Secondary Distributor Road / Public Transport Distributor Road

Railway / Metro

Car Parks

Bus Stops



4.10 Noise, Vibration and air Quality

A significant part of the Forth Yards area experiences raised noise levels from a variety of sources, including road traffic, rail traffic, entertainment, aircraft and gas infrastructure. Future developments will need to mitigate these impacts. It is therefore important that good acoustic design principles are followed to create an integrated design solution where the optimum acoustic outcome is achieved without compromising the living conditions and the quality of life of future residents and other sustainable design objectives.

Noise and vibration from rail traffic using the East Coast Main Line and Queen Elizabeth Metro bridge will need to be assessed and mitigated for developments in the eastern part of the area.

The close proximity of sites to the A189 will require an assessment to be undertaken to address the potential impact upon local air quality from road traffic upon any future occupants of a development, focusing on concentrations of particulate matter (PM10 and PM2.5) and nitrogen dioxide. The impacts of development arising from site construction and upon the City Centre Air Quality Management Area (AQMA) will also require mitigation.



- KEY**
- Air Quality Management Area
 - Poor air quality
 - Noise and vibrations from transport
 - Risk of nighttime noise
 - Heliport
 - Indicative flight path



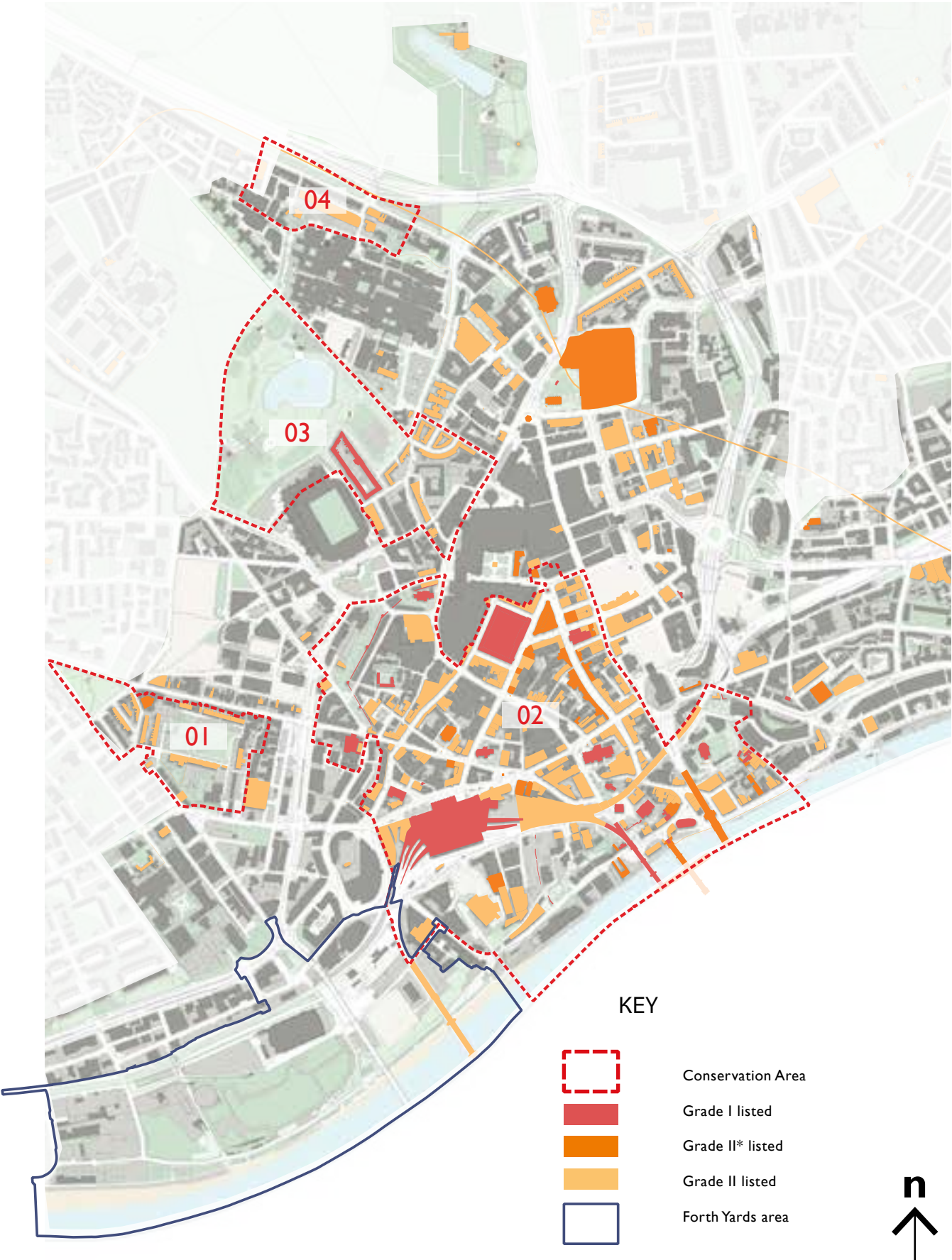
An aerial view of the Arena and Quayside West, looking East.

4.11 Wider Heritage Context

Forth Yards area forms part of the wider historic city centre and Tyne Gorge river edge. There are a number designated heritage assets outside of the Masterplan boundary whose setting and significance could be affected by future development in the masterplan area. These include:

- The Central Conservation Area (02) incorporating the medieval heart of the city.
- Summerhill Conservation Area (01) developed in the 18th century as a suburb to the city centre.
- Newcastle Central Station is Grade I listed.
- The RC Cathedral of Saint Mary (Grade I) on Clayton Street West has a landmark spire visible when approaching the city from the south.
- The seven bridges spanning the River Tyne: the High Level Bridge (Grade I), Tyne Bridge (Grade II*), Swing Bridge (Grade II*), King Edward Bridge (Grade II), Gateshead Millennium Bridge, Queen Elizabeth II Metro Bridge and new Redheugh Bridge.
- Dunston Staiths is Grade II listed and a Scheduled Monument. It is situated on the southern side of the Tyne opposite Forth Yards.
- Former Saint Cuthbert's Church (Grade II) in Bensham, Gateshead.
- Saint Stephen's Church Spire (Grade II) is a distinct skyline feature of Elswick.

Images:
A- Newcastle Central Station.
B- RC Cathedral of Saint Mary.
C- The bridges viewed from the eastern edge of the site: King Edward, Queen Elizabeth II, High Level, Swing Bridge and Tyne Bridge.
D- Dunston Staiths.
E- Former Saint Cuthebert's Church, Gateshead.



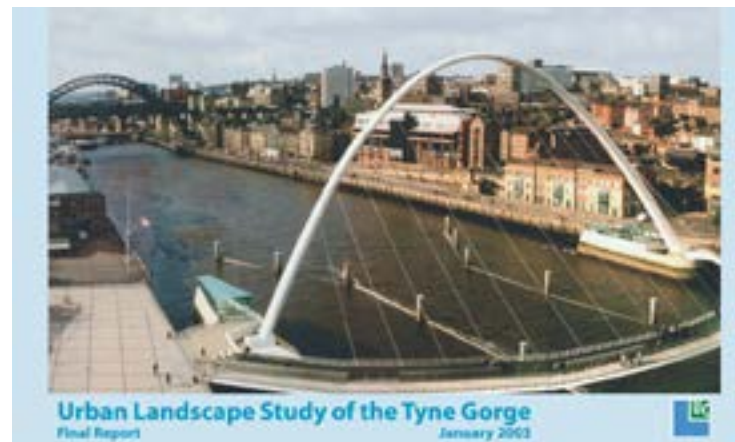
4.12 Tyne Gorge and Townscape

Future development across the Forth Yards area will need to respond positively to its prominent setting within the Tyne Gorge. For this reason, the impact of a development will need to be considered from numerous key viewpoints including those identified in the Urban Landscape Study of the Tyne Gorge. Good design principles will need to be followed to ensure developments respect this aspect of the site context, including:

1. Reintroduce an urban grain that is human in scale and can help to attract people back into the area, so increasing density in an area that is close to the city centre.
2. Ensure the layout of any new development maintains a close relationship with topography and visual linkages with the River.
3. Consider the strategic views from the Old Redheugh Bridgehead, Windmill Hill's Town Park, St Michael's Church Byker, Northumbrian Water information board underneath the Redheugh Bridge, Tyne and Wear footpath on south bank of the Tyne and Pipewellgate Car Park.



The terminating vista down Grainger Street towards Central Station.



The Tyne Gorge Study (2003)



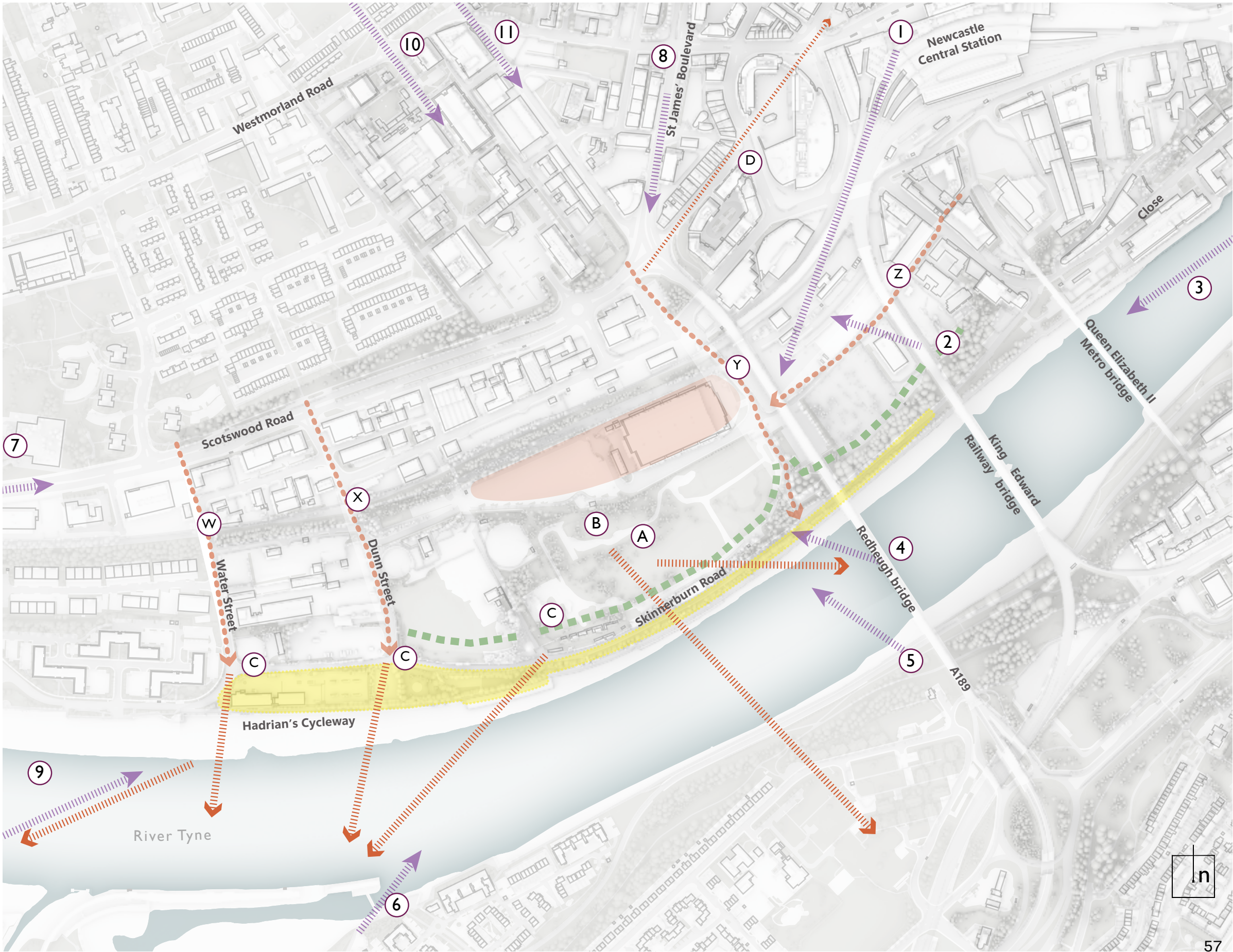
An aerial view taken from the South East towards the site.

4.13 Existing Views

The openness and raised levels of the area give an opportunity for development to create unfolding and vista point views from Forth Yards to the south along and across the River Tyne gorge towards features such as the Dunston Staiths and bridge crossings. Views of developments on Forth Yards will be particularly noticeable from major movement corridors across the River Tyne, from Gateshead Riverside Park and sensitive viewing corridors across the city centre.

KEY

- Area of expected panoramic views
- Views along River Tyne across Tyne Gorge
- Views towards iconic landmarks
- Filtered or open views along Escarpment Edge
- Unfolding views
- Views into Forth Yards
- 1 View from Grainger Street
- 2 Views from King Edward VII Bridge (Grade II)
- 3 Views from East Quayside
- 4 Views from Redheugh Bridge
- 5 Views from old Redheugh Bridgehead
- 6 Views from Dunston Staiths (Grade II)
- 7 Views from Scotswood Road
- 8 Views from St James Boulevard
- 9 Views from and to the Tyne Valley
- 10 Views from Rye Hill
- 11 Views from George Street
- A Views towards the iconic bridges
- B Views to the former St Cuthbert's Church (Grade II)
- C Views to Dunston Staiths (Grade II)
- D View to St Mary's Catholic Cathedral (Grade I)
- W Water Street unfolding view
- X Dunn Street unfolding view
- Y Redheugh Bridge/ Shot factory Lane unfolding view
- Z Pottery Lane unfolding view





Panoramic view from Quayside West to the Redheugh Bridge .



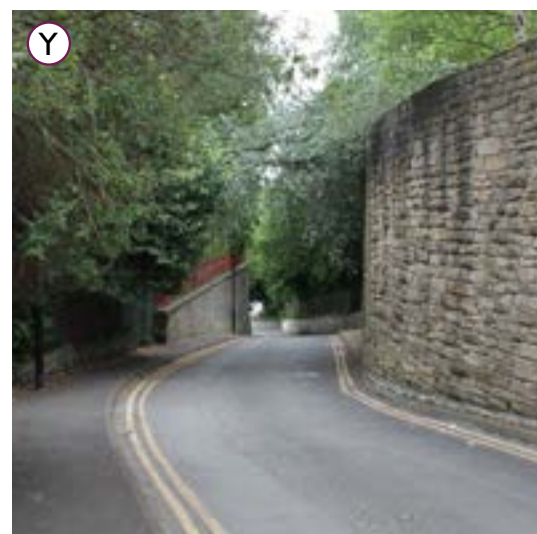
Looking from the Arena car park to former St Cuthbert's Spire (grade II listed building)



Looking from the Arena car park (above Tyneside Road) to Dunston Staiths.



Broad prospect view down Water Street.



Unfolding view down Shot Factory Lane.



Looking across the Redheugh Bridge from the pedestrian walkway.



Looking across the river towards to the site from Redheugh Bridgehead.



Looking across the river towards Forth Yards from Dunston Staiths (Scheduled Monument and Grade II listed structure).

4.14 Open Space

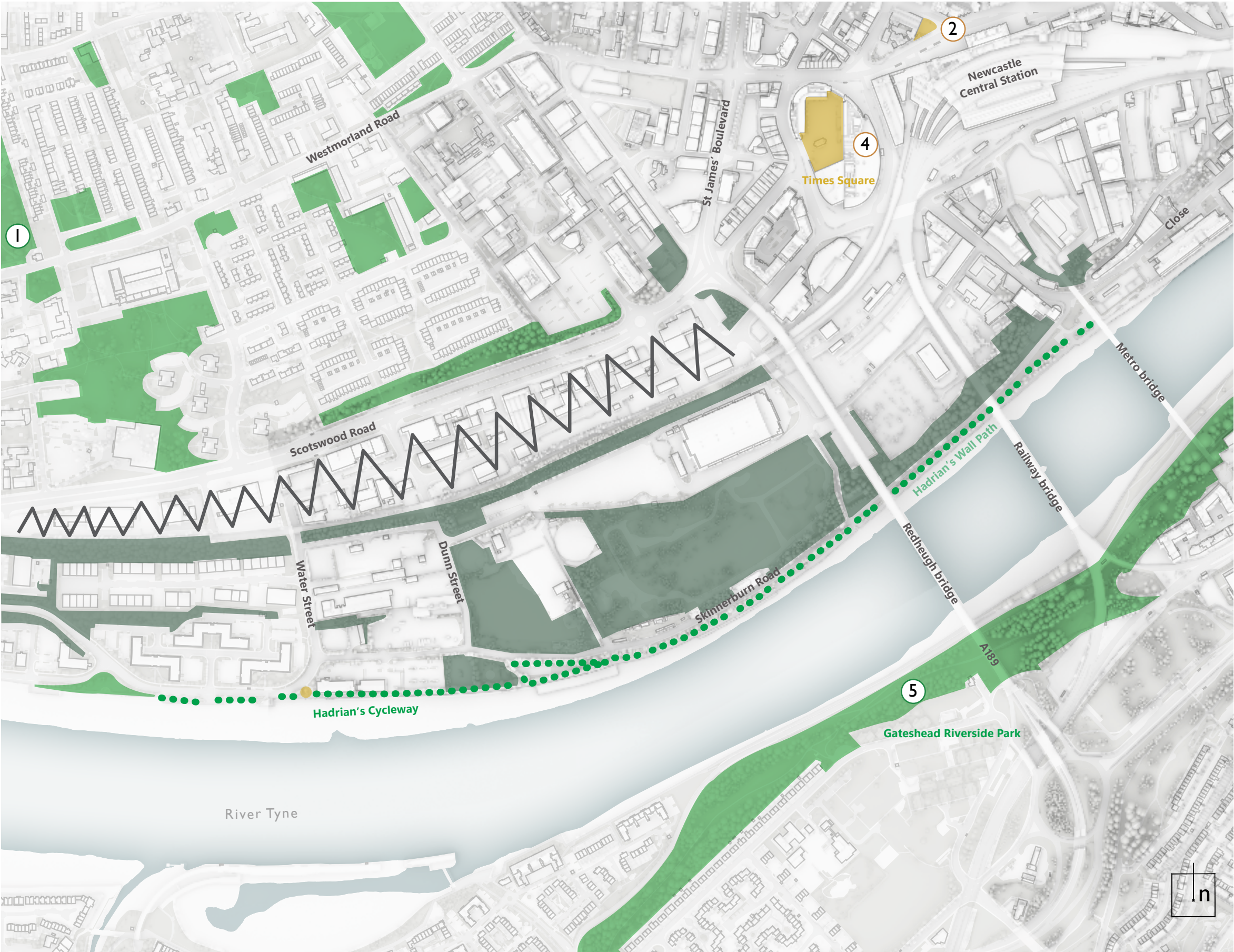
The only areas of public open space in the Forth Yards area are currently alongside the River Tyne and in the space under Redheugh Bridge. The nearest accessible Neighbourhood Park is Elswick Park (1) situated over a kilometre to the north. This Park contains children's playgrounds, sports courts, community swimming pool and gym. Multiple barriers make this area seem far away, including the industrial area, railway viaduct and Scotswood Road.

To the east of the area is the city centre which contains several urban spaces, including Cardinal Hume's Garden (2) and Time Square (4). Gateshead Riverside Park (5) is situated on the southern banks of the River Tyne, opposite Forth Yards, but is not readily accessible due to the poor pedestrian/cycle connectivity across the river.

The Forth Yards area has the potential to create a new open space network which will link the city centre to the River Tyne and Newcastle Business Park. This will be delivered through creating green spaces in areas such as the former Newcastle-Carlisle rail line and across each development site.

KEY

-  Accessible Green Spaces
-  Inaccessible Green Spaces / Colonised Brown Field
-  Square / Urban Open Spaces
-  Riverside Treeline
-  Barrier to North-south Green Corridor



4.15 Ecology

The Forth Yards area falls within the River Tyne Wildlife Enhancement Corridor and forms part of the Strategic Green Infrastructure Network and Urban Green Infrastructure Improvement Area . Wildlife Corridors allows movement of species between islands of habitat, including the adjacent River Tyne Local Wildlife Site which is particularly important for its tidal mud flats, providing valuable habitat for wading birds.

Ecology surveys undertaken since 2017 at the sites have identified a range of priority habitats and species within the Forth Yards area. Key features of the redevelopment area include the presence of the priority habitats ‘Open Mosaic Habitat’ on previously developed land and ‘Lowland meadow’. Priority butterfly species including Dingy Skipper and Grayling are also present across the area.

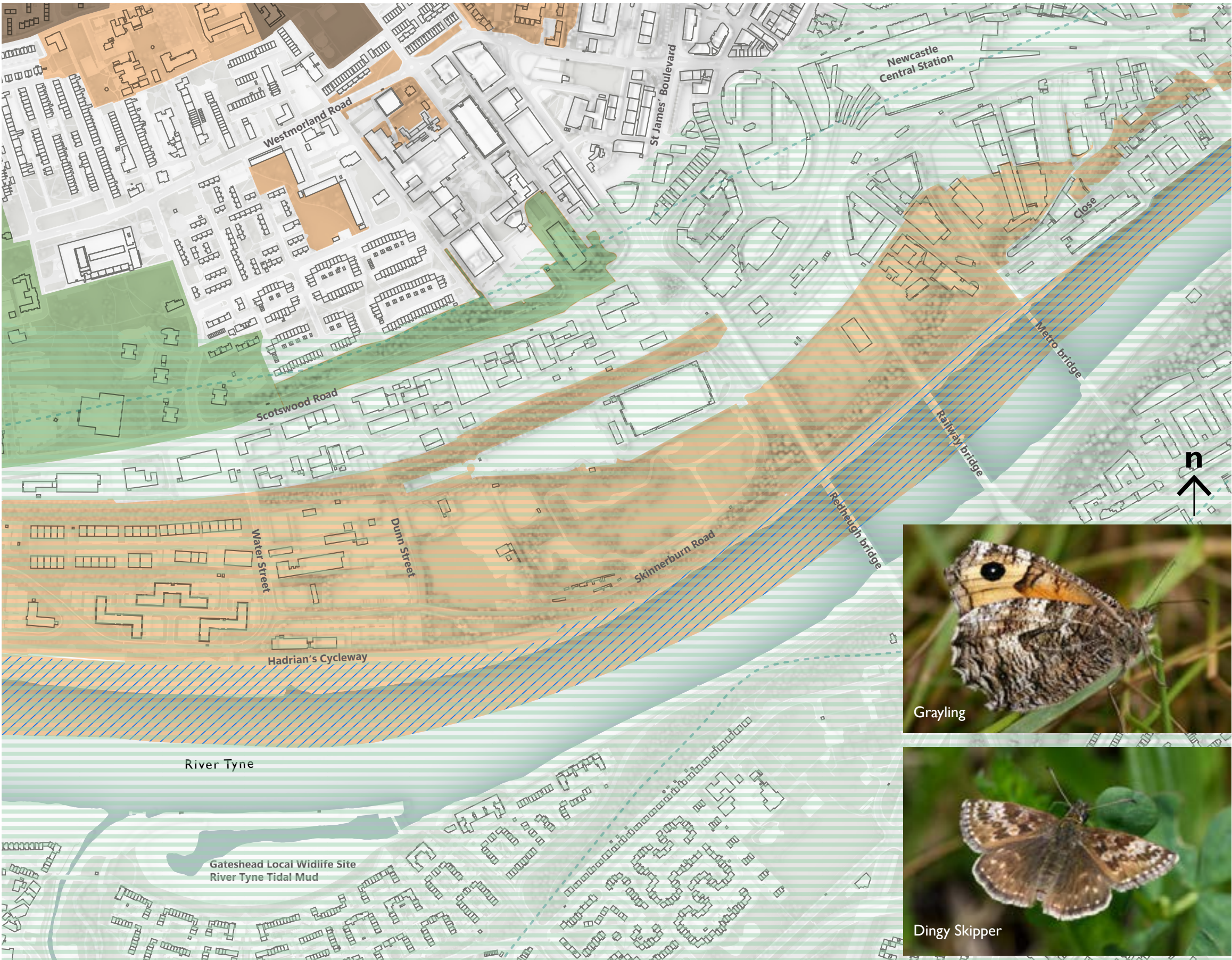
Invasive species are present throughout the area.

Nearby priority habitats include mudflats and deciduous woodlands.

Nearby ecological destinations include the Tyne River tidal mudflats (and local wildlife site) Dunston Staiths tidal mud and Rivers Team saltmarsh.

KEY

- Wildlife Enhancement Corridor
- Wildlife Enhancement Corridor
- Wildlife Enhancement Corridor
- River Tyne Tidal Extent Local Wildlife Site
- Green Infrastructure Opportunity Area (DM27)
- Strategic Green Infrastructure Network (DM27)



4.16 Biodiversity Net Gain

Each individual development site will need to plan for delivering a net gain in biodiversity of a minimum of 10%. Biodiversity gains should primarily be created on-site, and only where this cannot be achieved should a mixture of on-site and offsite be proposed, either on developers own landholdings outside of the site, or through the purchase of off-site biodiversity units. The range of habitats found in the Forth Yards area requires early agreement on the baseline biodiversity value of the site and the optimal way to achieve a net gain to maximise the opportunity to retain and enhance the ecological value of the area.

KEY

- Mixed scrub
- Other broadleaved woodland
- Lowland Meadows
- Other neutral grassland
- Modified grasslands
- Ruderal/ Ephemeral
- Bramble scrub
- Gorse scrub
- Open mosaic habitats on previously developed land
- Artificial unvegetated unsealed surface
- Developed land, sealed surface
- Buildings
- Tall Forbs
- Spoil heap
- Introduced scrub



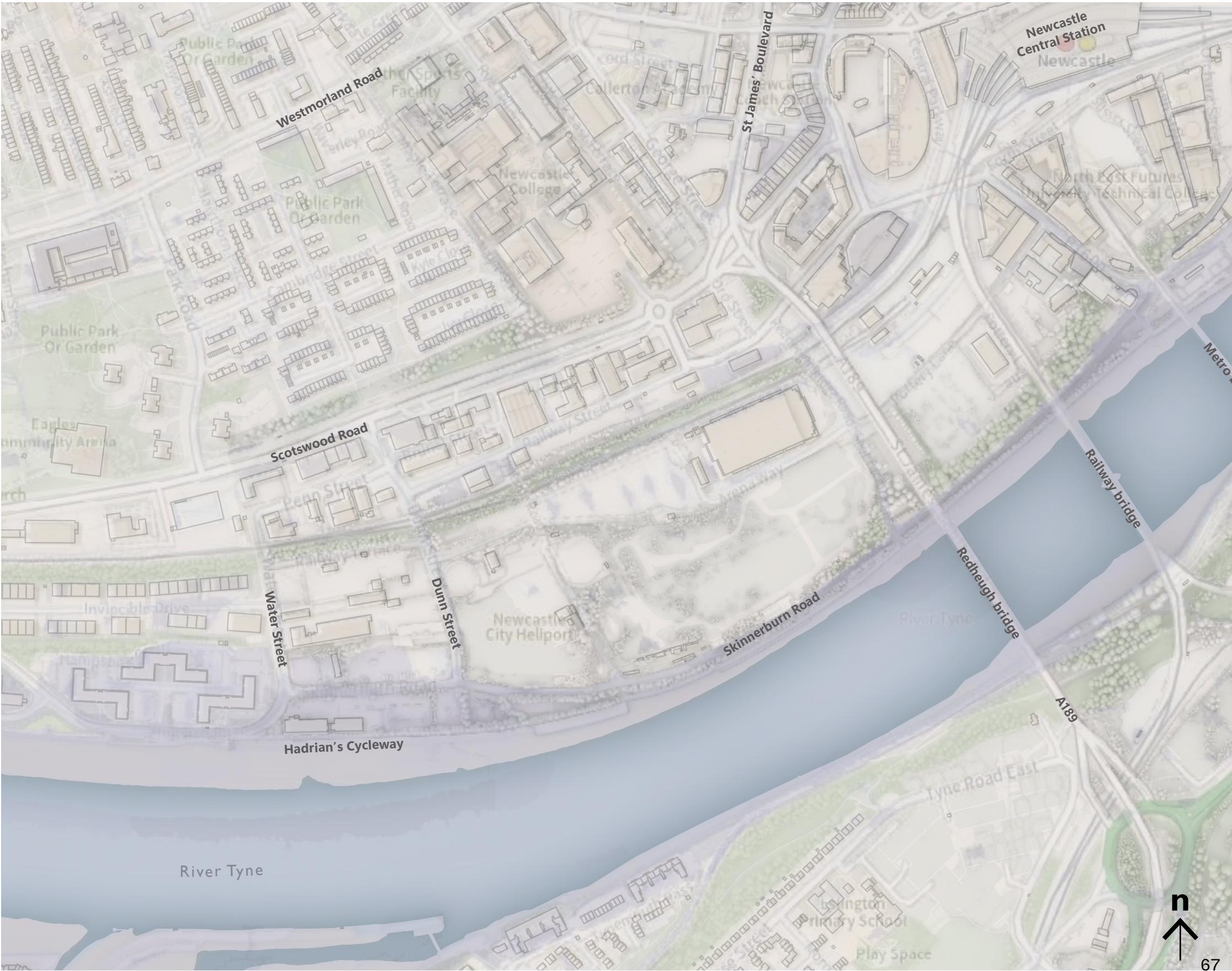
4.17 Flood Risk and Water Quality

Parts of the Forth Yards area are at risk from flooding from surface water and fluvial/tidal sources. A flood risk assessment looking at the impact of climate change from all sources will be required. Development in these areas will need to avoid future occupants being put at risk from flooding, including arrangements for access/ egress. The sites most susceptible to flooding are along Skinnerburn Road.

All development in the area will need to include sustainable drainage systems (SuDS) to mimic natural drainage, by managing surface runoff at or close to the surface and as close to its source as practicable. This approach shall control the flow of runoff, manage the quality of surface water and provide a range of additional benefits to include source control and green conveyance features such as green roofs, permeable surfaces and swales. Rain water harvesting from all buildings will also be required across the Forth Yards area. All surface water drainage options will need to reference and adhere to National Standards for Sustainable Drainage Systems, the Water Framework Directive and Northumbria River Basin Management Plan. The existing combined sewer at CSO outfall at Shot Factory Lane shall be reclassified as a surface water only sewer. A site wide drainage masterplan will need to be created, ensuring all parts of the development can drain via gravity and all outfalls to the Tyne will not be detrimental from a flood risk and ecological perspective.

Foul water flows from the Forth Yards area will be diverted to a pumping station located close to the southern end of Tyneside Road and within the Quayside West development site. The new surface and foul water networks will need to be developed in agreement with Northumbrian Water and the Environment Agency.

Rivers and Sea Yearly chance of flooding between 2036 and 2069 and Surface Water Yearly chance of flooding between 2040 and 2060



4.18 Local Character

Gorge
Slopes



Sandstone Walls and changes of level that converge at the end of Pottery Lane after passing under Redheugh Bridge.



Steep routes with unfolding views framed by walls and trees..

Tyne
River



Quayside walkway with Redheugh Bridge and iconic bridges built in different historic periods.



Hadrian's Wall Path curved leisure route with views of Gateshead hills.

Contained
and directed



Framed views and shady gateways through legacy Railway infrastructure.



Cascading site levels forming views across the Tyne Gorge.

Filtered
and open



Filtered views of the River Tyne, bridges and landscape beyond.

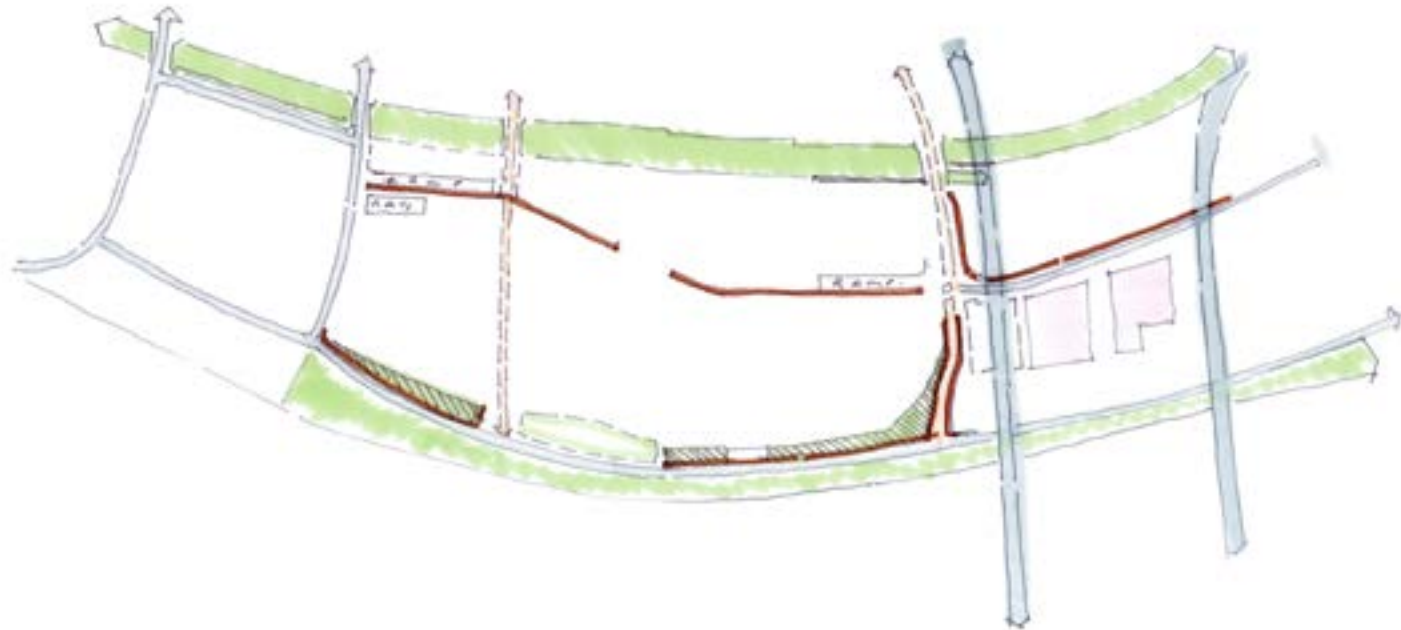


Industrial legacy structures incorporated into the edges and broad prospect views.

5.0 Masterplan Principles

5.1 Design Principles

1. The constraints grid



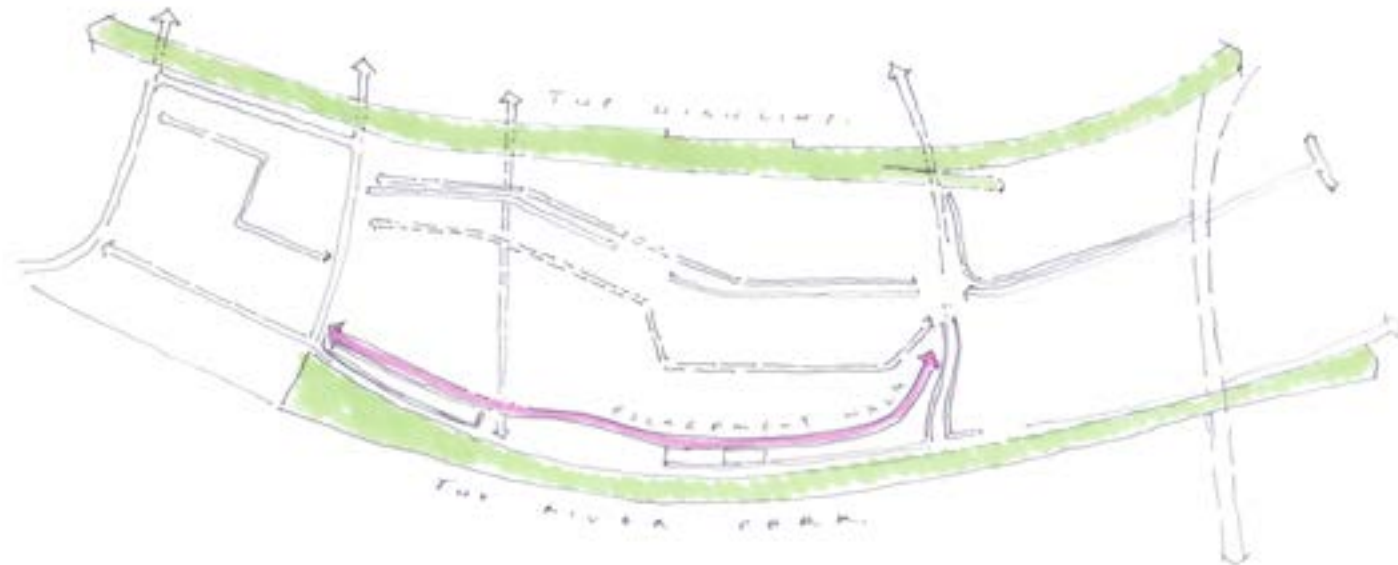
Perched on the edge of the River Tyne Gorge and shaped by the legacy of railway infrastructure and industrial development, the area has a unique and challenging set of topographical constraints. These features limit design flexibility and shape the opportunities for connections.

2. Stepping down the Tyne Gorge



The levels present opportunities to create coherent east- west vehicle accesses and suitable plateaus for built development. This can make the most of historic walls, views across the water and existing landscape features.

3. Existing Landscape Features



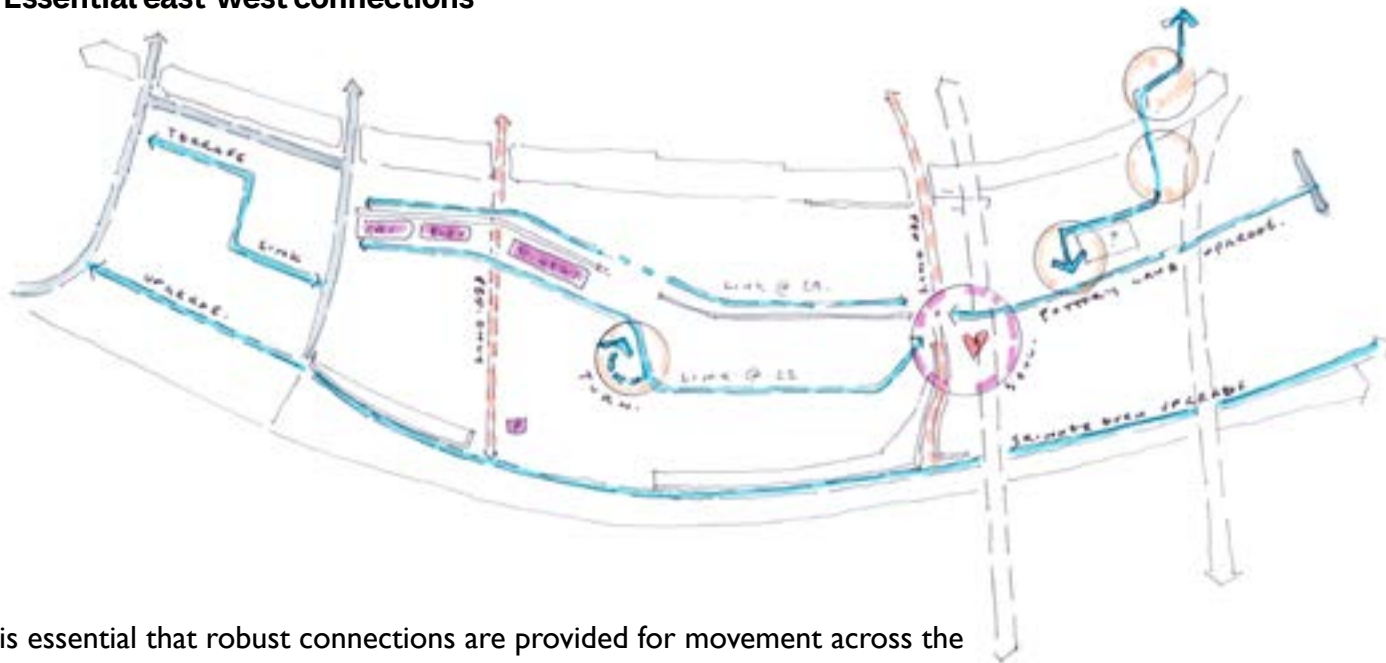
Making more of the existing quayside route (Hadrian's Way) and mature edge of trees to the south is a clear opportunity. So is re-purposing the railway infrastructure to the north as a new linear park to the Central Station. The levels also present the opportunity for an escarpment walk linking the sites east to west and offering new views of the river and the wider Tyne Valley.

4. Parcel for delivery



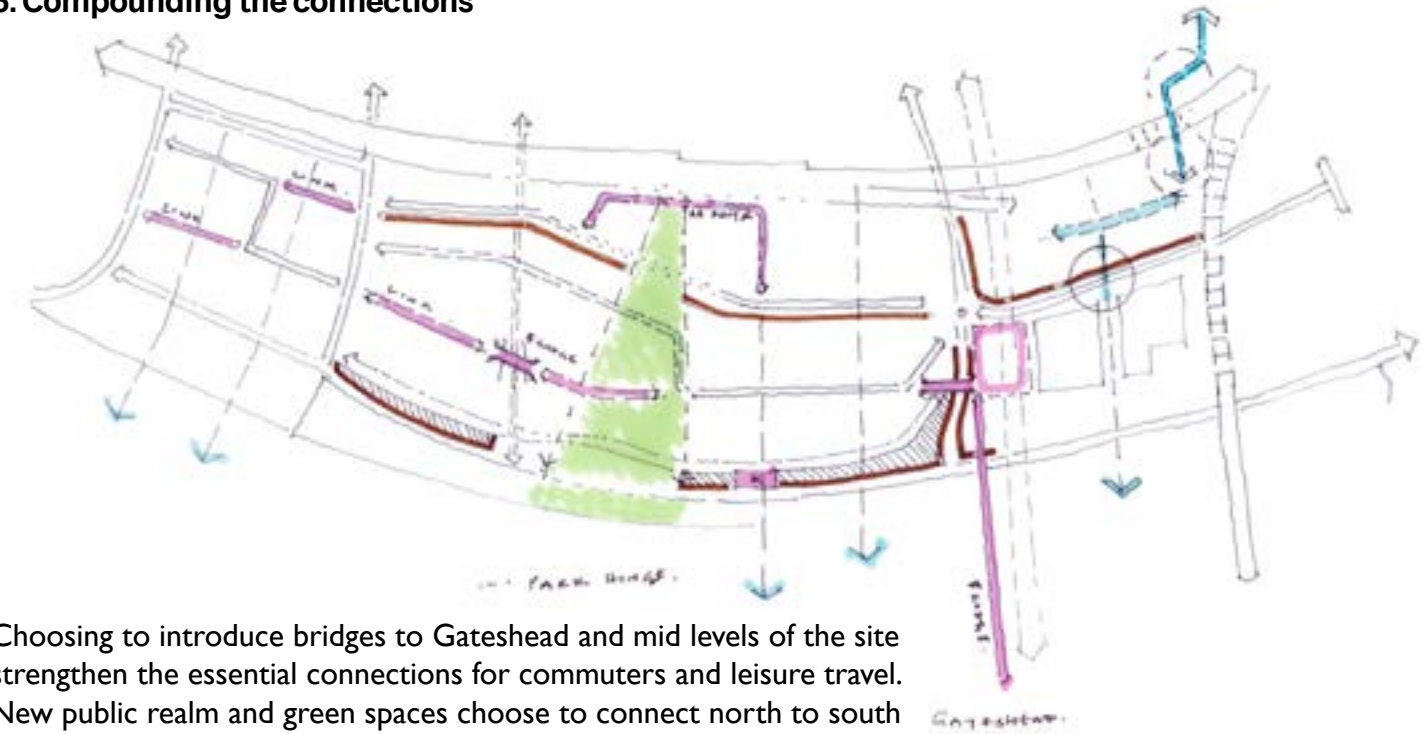
Decontamination and ecology issues have to work on a site by site basis. Individual sites must come forward for development in a planned sequence to ensure supporting infrastructure is available to create attractive and sustainable communities.

5. Essential east-west connections



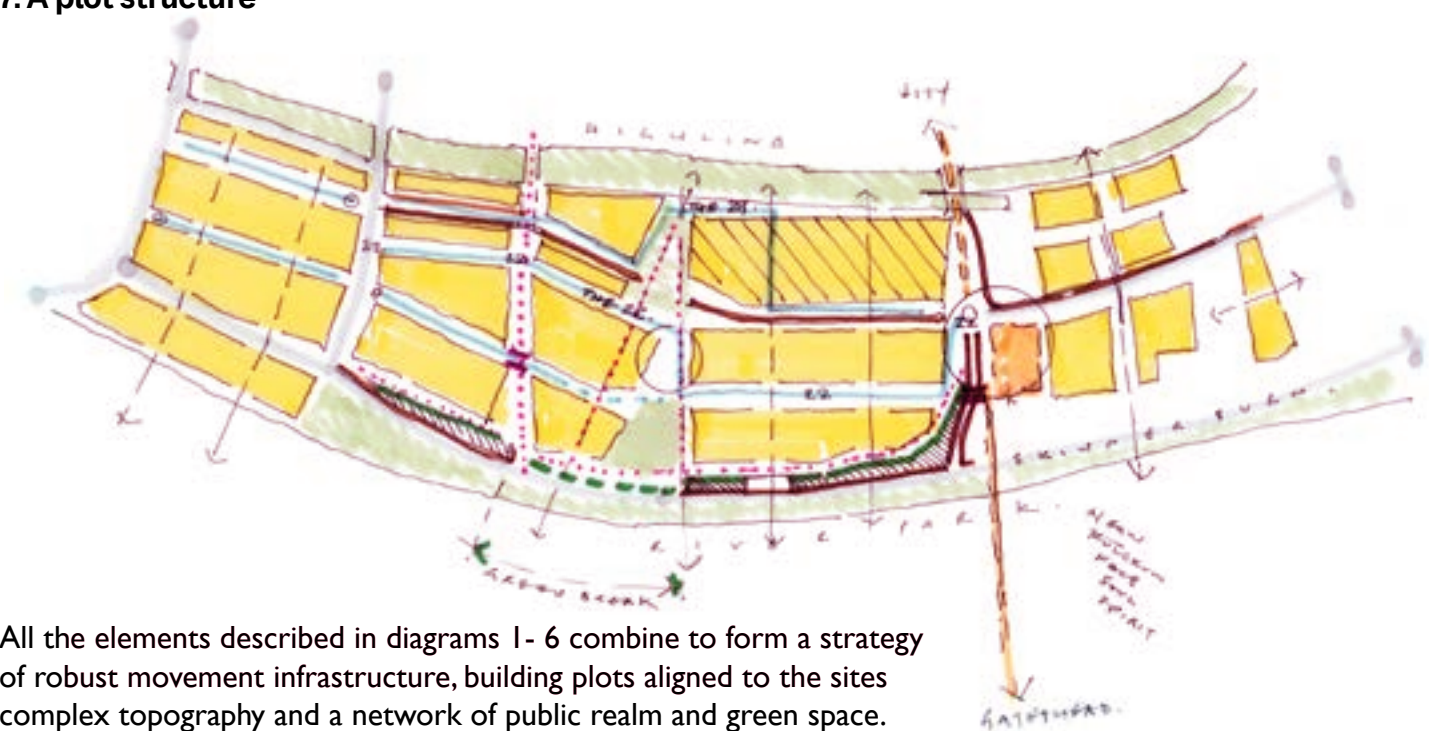
It is essential that robust connections are provided for movement across the area and to the city centre. Services and utilities will also need these routes. The key nodal space below the Redheugh bridge where several routes and levels converge will be an important space for new public realm.

6. Compounding the connections



Choosing to introduce bridges to Gateshead and mid levels of the site strengthen the essential connections for commuters and leisure travel. New public realm and green spaces choose to connect north to south and shape existing and new views and vistas.

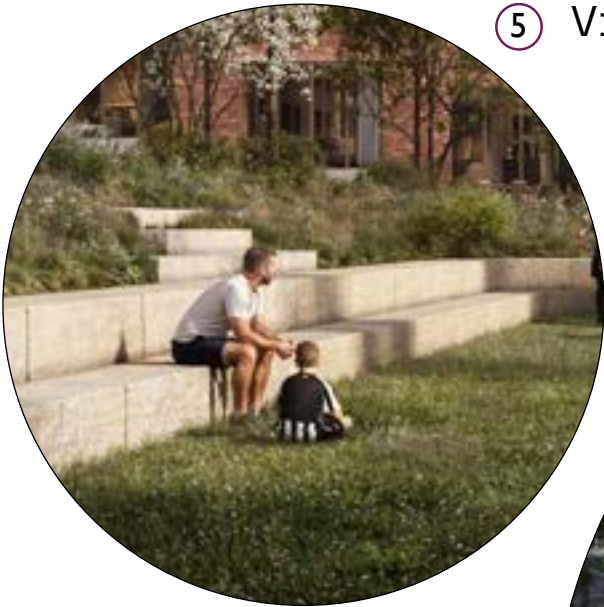
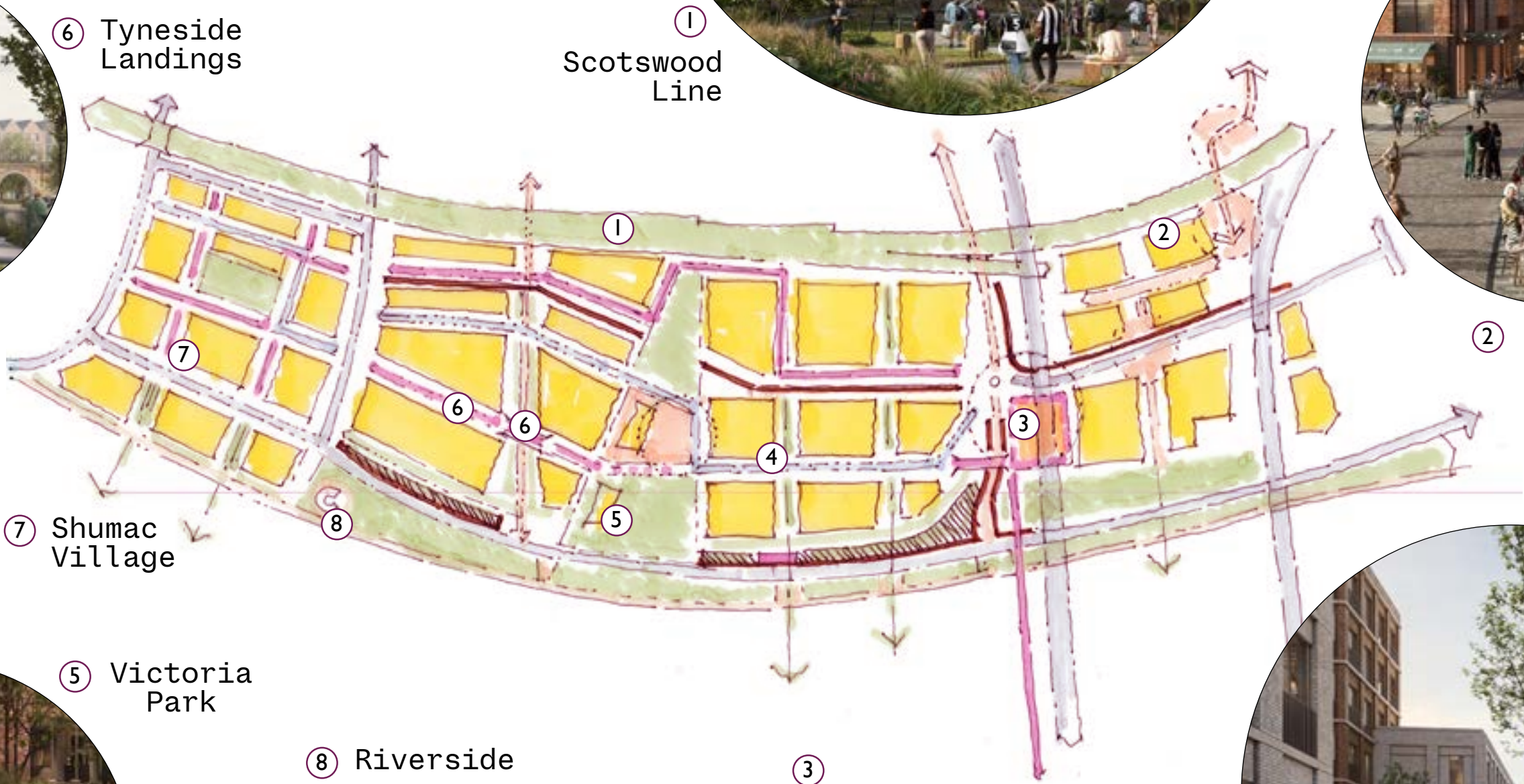
7. A plot structure



All the elements described in diagrams 1- 6 combine to form a strategy of robust movement infrastructure, building plots aligned to the sites complex topography and a network of public realm and green space.

5.2 Initial Framework Plan

An initial indicative framework plan has been formed to reflect the six design principles set out in section 5.1. This illustrative framework plan of the area has been split into a series of character and landscape areas.



6.0 Character and Landscape Areas

6.1 Key Landscape - Scotswood Line	78
6.2 Character Area - Forth Goods Yard	80
6.3 Key Landscape - Bridge Dene	84
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6.6 Character Area - Tyneside Landings	92
6.7 Character Area - Shumac Village	96
6.8 Key Landscape - Riverside	98



Sketch study
illustrating character
and landscape areas.

6.1 Key Landscape - Scotswood Line

The ‘Scotswood Highline’ will form a high-quality linear park which directly links Central Station with Forth Yards for use by pedestrians and cyclists. The Scotswood Line will connect to the wider open space network and host pop-up events. A new series of landscape habitats will enhance its ecological value. Its phased delivery will start at the east by connecting Central Station with the redevelopment of the Forth Goods Yard site. It would be actively overlooked, maximising opportunities for access points and connections from adjoining developments. Public sector partners will progress the delivery and future management of the park route.



Location Plan



Castlefield Viaduct, Manchester



The High Line, NY



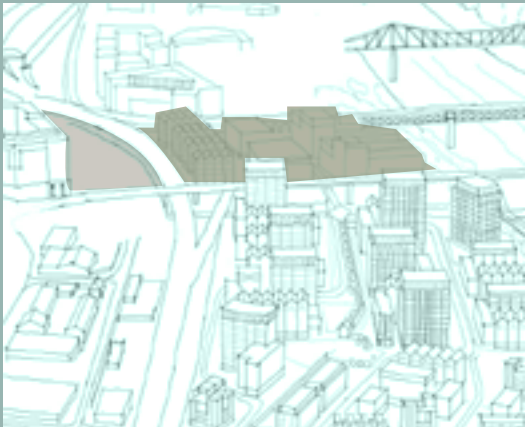
The Junction, Leeds



The Scotswood Line

6.2 Character Area - Forth Goods Yard

Forth Goods Yard will provide a multi-level gateway to the wider area and a regional statement of quality and identity. It will be a key first impression of Newcastle from the iconic railway approach and taster to make people want to explore further into the Forth Yards area. Pedestrian and cycle routes will link Central Station and the Scotswood Line to Pottery Lane, Arena and wider area through the site. The range of public spaces will be in proportion with the new buildings, making the most of the existing historic infrastructure and level changes. The conversion of historic railway arches to leisure and commercial uses will provide vibrancy to the area.



Location Plan



Wyvil Road, London



Coal Drop Yards, London



Nygaardsplassen, Fredrikstad, Norway



Urban Environment House, Helsinki



Forth Goods Yard



6.3 Key Landscape - Bridge Dene

Bridge Dene will act as a multi-level threshold space creating a linear north-south route to link Newcastle College and Saint James' Boulevard with Forth Yards and Quayside area. It will also showcase the drama of the level changes and accommodate a large multi-functional leisure space under the Redheugh Bridge. There is also potential to provide for a future connection to Gateshead via a pedestrian/cycle bridge which utilises the old Redheugh Bridgehead abutments. The Bridge Dene space will help orientate visitors to access adjacent character areas.



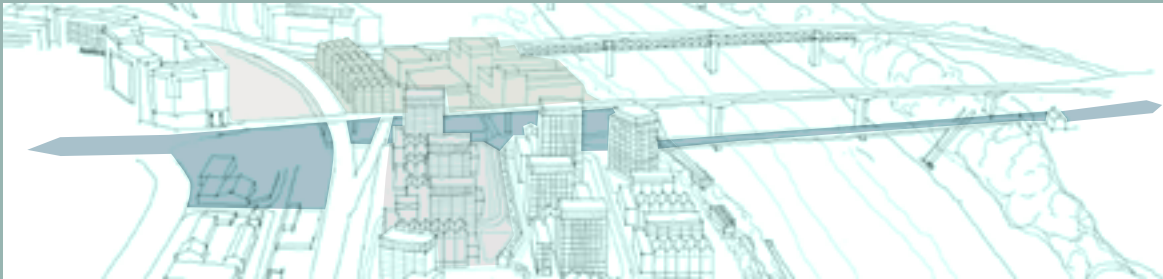
Viaduct Garden, Leeds



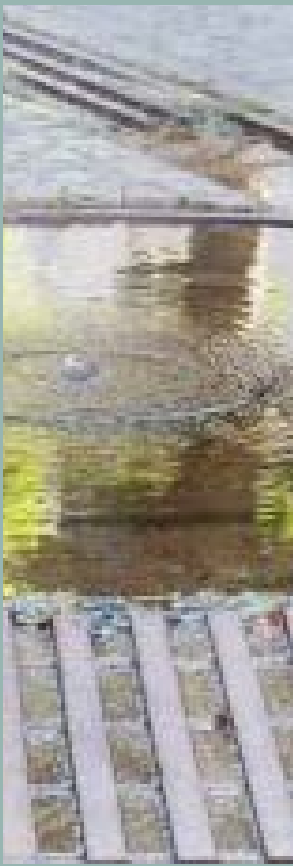
Nottingham College



The Base Phetkasem, Bangkok



Location Plan



Sct. Olai Square, Roskilde



Kwun Tong Promenade, Hong Kong

6.4 Character Area - Forth Yard Central

Forth Yard Central occupies the east of both the Quayside West and Arena sites. This area will be highly prominent when approaching the city on Redheugh Bridge. It will provide apartment living in blocks of varied scales and forms. Each block will need to include high quality landscaping and public realm spaces to provide private and public space for its occupants to enjoy.

The main tree lined east-west link road through the area will incorporate rain gardens in the public realm. Commercial uses will front the buildings either side of the link road to provide activity across the day and evening.

An accessible recreational route will run along the top of the escarpment. Bridges will link Bridge Dene to the east with Tyneside Landings to the west.

The layout on the Quayside West site will need to allow for the continued operation of the Arena as a leisure venue and associated noise and activity.



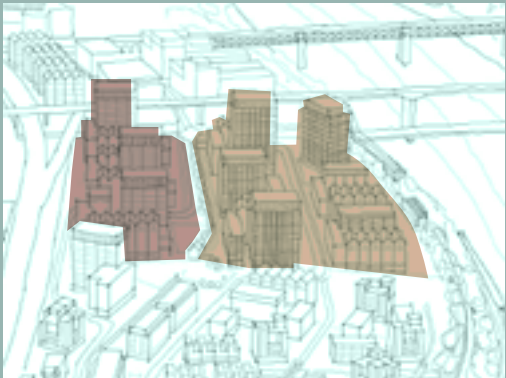
Harkortstraße, Hamburg



Residences for Stephani, Bremen



St Andrews, Bromley-by-Bow



Location Plan

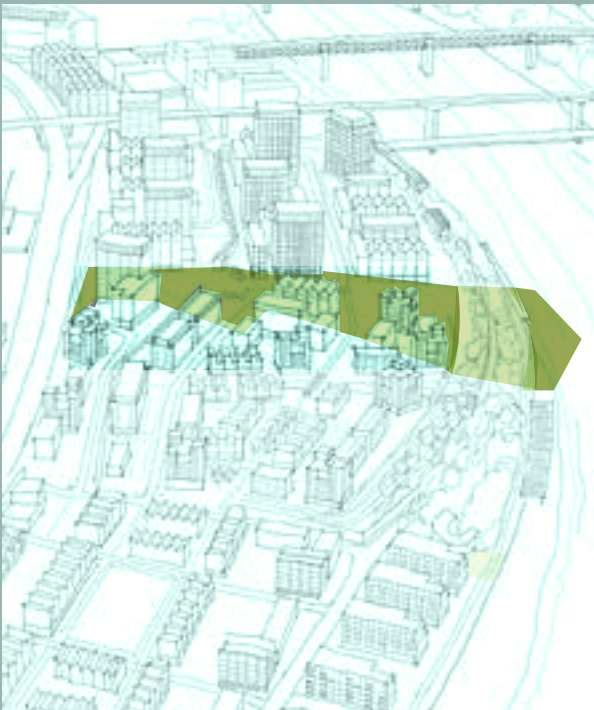


Forth Yard Central



6.5 Key Landscape - Victoria Park

Victoria Park will traverse the Arena and Quayside West sites to provide a broad central park space that will link the Scotswood Line to the north with the Riverside Park to the south. The cascading levels across the park will accommodate a range of landscape and outdoor recreational uses, including multi-use sports courts, seating and informal events spaces to serve as a key focal point to the Forth Yards community. The space will also incorporate sustainable urban drainage features. A stepped access route will link the park with Skinnerburn Road and Riverside Park to the south.



Location Plan



Port Loop, Birmingham



Watford Parade, Watford



Stadium Park, Perth, Australia



Victoria Grounds running track (now on Quayside West) Later Victoria Sidings.



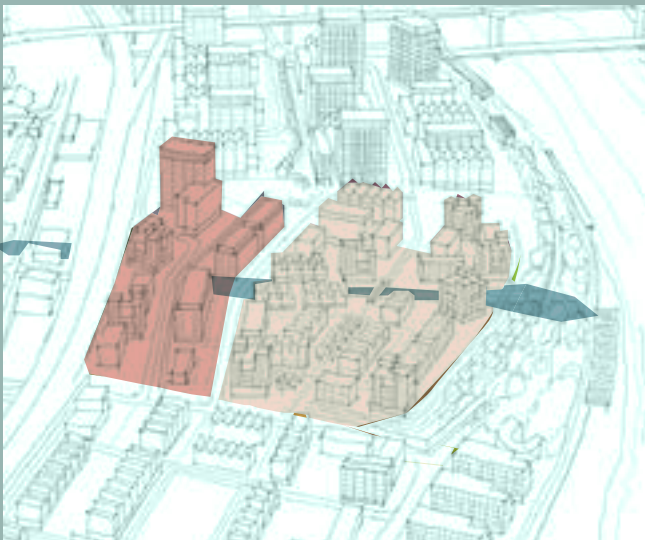
Mayfield Park, Manchester

6.6 Character Area - Tyneside Landings

Tyneside Landings will occupy the area west of Victoria Park including the western end of the Quayside West and Arena, and Heliport site. This more family orientated neighbourhood will provide a mix of mews style houses and apartment blocks which are interspersed with green infrastructure spaces.

An accessible recreational route will run along the top of the escarpment, linking to Victoria Park and Dunn Street and connect to Skinnerburn Road. A Bridge will carry the route over Tyneside Road. This buffer space will provide space for wildlife and varied habitats.

An updated gas governor station west of Tyneside Road and a new district energy centre will serve the wider area. A new foul water pumping station close to the southern end of Tyneside Road will prevent combined sewer water discharges into the River Tyne.



Location Plan



ÖrgryteTorp, Gothenburg



Dunston Staiths



The historic terraces of the area



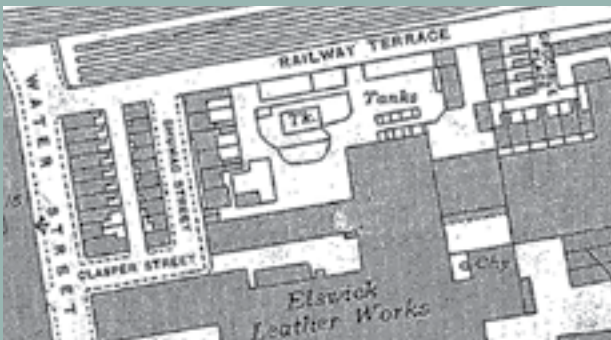
Tyneside Landings, showing the active travel bridge over Tyneside Road



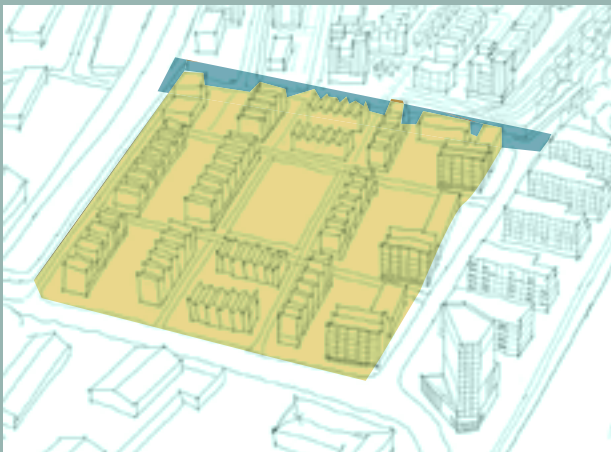
6.7 Character Area - Shumac Village

Shumac Village will accommodate lower-density family orientated housing, located west of Dunn Street and east of Water Street. The layout will predominantly follow site contours and respond to the historic retaining wall features of the site. At the heart of the village area will be a central community garden with opportunities for allotment style growing.

The housing fronting Skinnerburn Road will be behind a linear landscape buffer zone with a central east- west pedestrian/ cycle link to the wider Forth Yards area provided.



The historic Shumac Village area



Location Plan



Le Carreau residence, Le Harve



Hortus Veemarkt, Utrecht



Oluf Baggers Plads Odense



Great Kneighton, Cambridge



Shumac Village, looking east towards Dunn Street

6.8 Key Landscape - Riverside

The Riverside links the historic Quayside to the east with Newcastle Business Park to the west. This river edge recreational route connects into the national cycle and walking networks. Changes to the landscape will improve intervisibility for route users and create safe connectivity across Skinnerburn Road at its junctions with Shot Factory Lane, Tyneside Road, Dunn Street and Water Street. Opportunities include new public art, interpretation panels and re-imagining the use of historic features, such as Elswick Wharf, along the riverside.

There may be potential to redevelop Tyneside House and the adjacent sites to the western end of the Riverside, subject to further feasibility testing.



Paradis Waterfront, Norway



Horseshoe Lake, Maine



Krøyer Square, Copenhagen



Location plan



Union Terrace Gardens, Aberdeen



Riverside Walk, Hull



Taubenloch Park, Switzerland



Canoeing training centre, Tychy

7.0 Movement



Helipoint, Riverside and Nixon plots, 2025



One of the path links to the Riverside Park

.... A vibrant, inclusive and diverse community of residents, workers, makers and visitors that extends the Quayside water frontage experience....

A satellite view of the site and the city centre.

7.1 Movement Strategy

To make the Forth Yards area a sustainable new community, pedestrian and cycle movement will be prioritised over private vehicles. Low levels of car ownership will be encouraged. A public transport bus route will link from Forth Banks to Dunn Street through the centre of the area and pedestrian and cycle connectivity to Central Station created along the Scotswood Line. Enhanced transport links will also facilitate better access to local services.

An indicative street hierarchy is proposed with primary and secondary vehicle routes, pedestrian/ cycleways, and shared routes. This will allow for seamless connectivity in both north-south and east-west directions, facilitating user-friendly City-to-River journeys.

KEY

Primary Streets - Vehicle and pedestrian accessible

Secondary Streets - Vehicle and pedestrian accessible

Dead-end/ Turning Head

Pedestrian and Cycle Routes

Pedestrian Routes

Routes Crossing Pedestrian Priority Spaces

Bus Route

Bridge Links

Stair Links

Rare Vehicular Access Route - Down Tyneside Road to Pumping Station

*

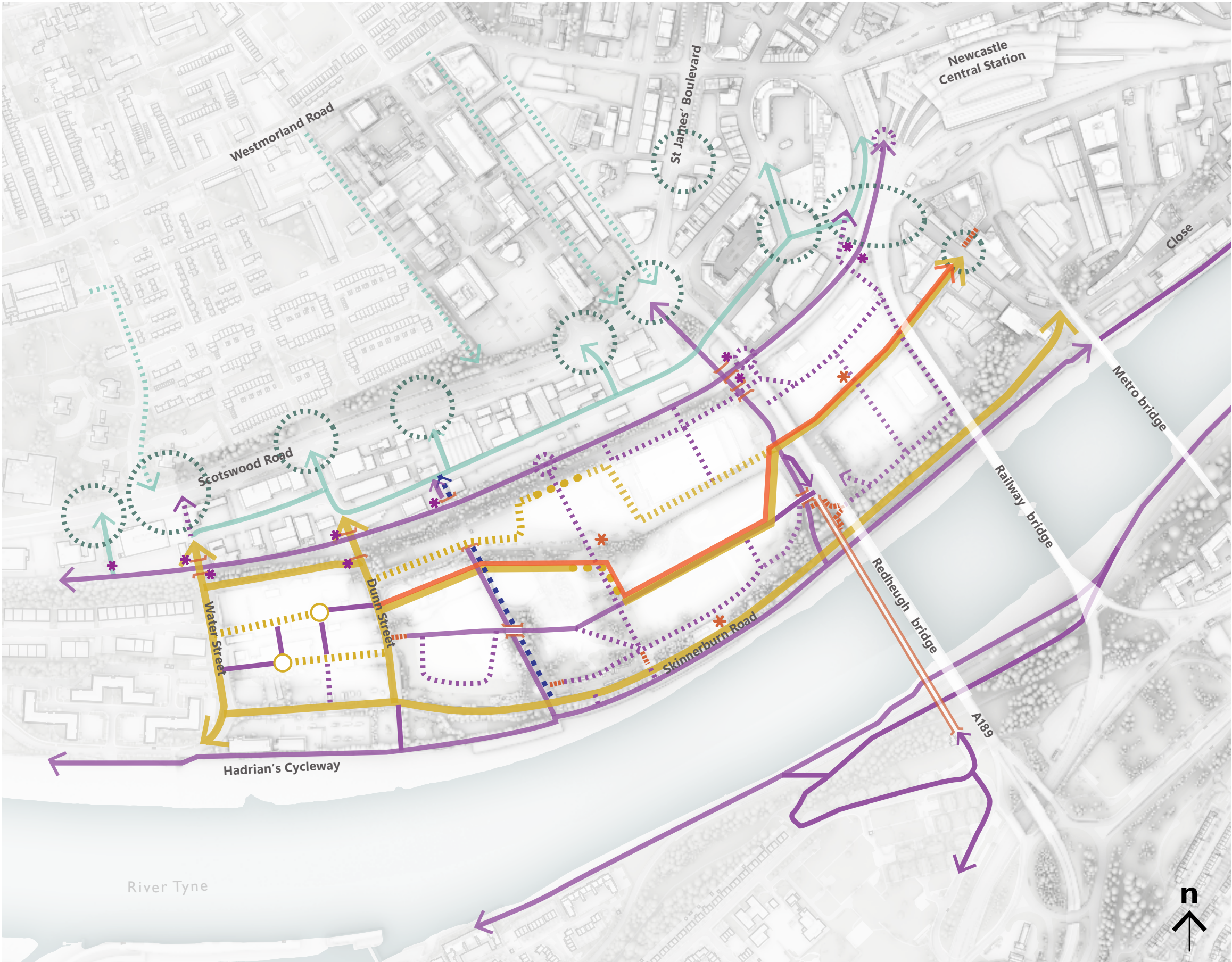
Potential Lifts

✱

Potential Links to Scotswood Line

Links to Scotswood Road

Junctions



8.0 Illustrative Scheme



8.1 Illustrative Layout

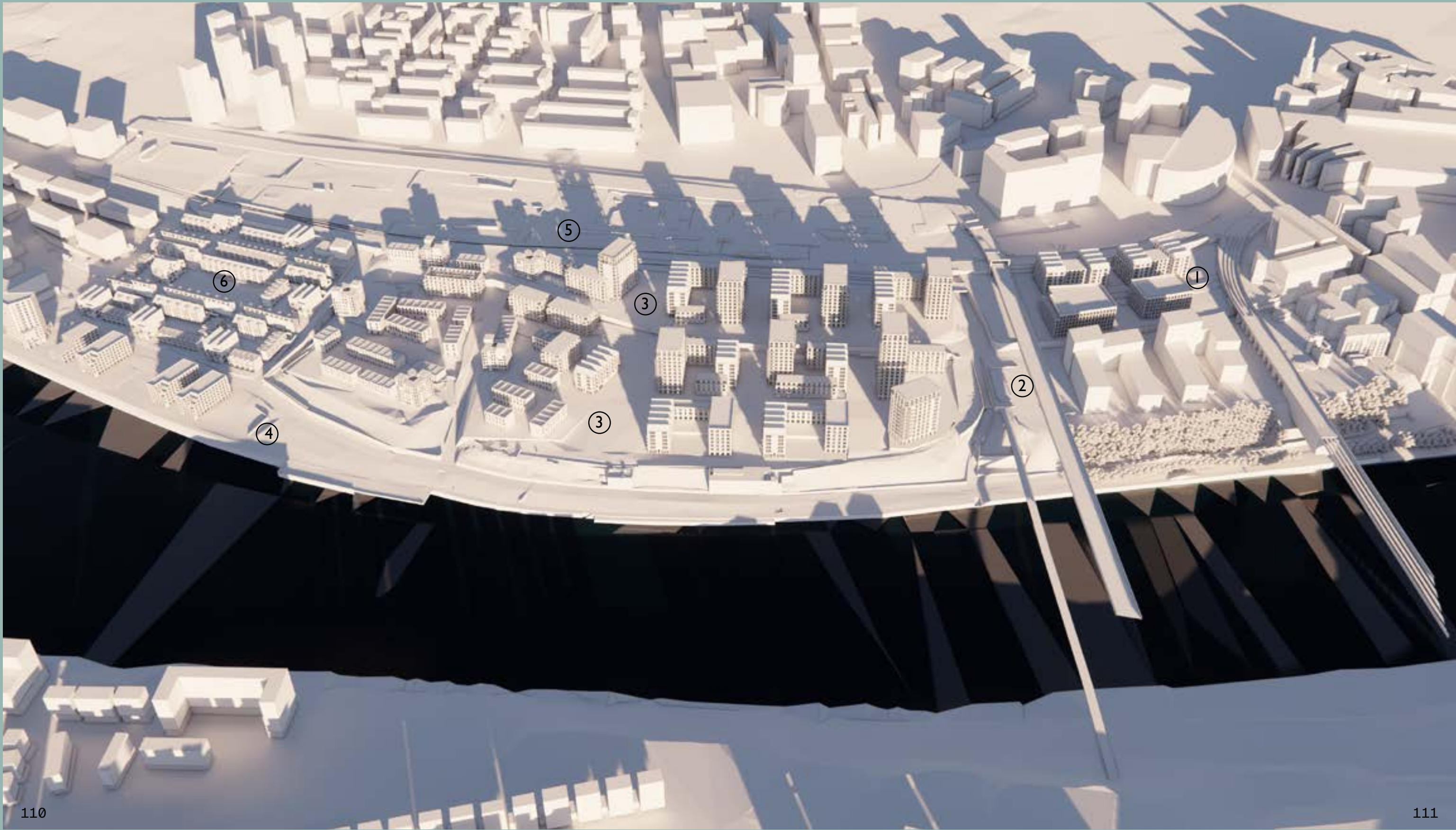


8.2 Illustrative Layout - with Arena



8.3 Illustrative Scheme - Aerial View

- ① Forth Yards Gateway
- ② Bridge Dene
- ③ Victoria Park
- ④ Riverside
- ⑤ Scotswood Line
- ⑥ Shumac Village Green





9.0 Glossary and Appendices



Glossary

BTEX

stands for Benzene, Toluene, Ethylbenzene, and Xylenes. These are volatile organic compounds (VOCs) that are commonly found in petroleum and its products. They are clear, colourless, and highly flammable liquids

Green Infrastructure

A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

Heritage Asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

PAH

Polycyclic aromatic hydrocarbons (PAHs) are a group of organic compounds composed of two or more fused aromatic rings. They are commonly found in fossil fuels and are produced during the incomplete combustion of organic matter, such as wood, coal, and petroleum. Many PAHs are considered to be environmental pollutants and can be harmful to human health

Sustainable drainage systems

Features designed to reduce flood risk, which are built to receive surface water run-off, such as constructed wetlands, permeable surfaces, retention ponds, green roofs and swales.

TPH

TPH (Total Petroleum Hydrocarbons) refers to a broad range of chemical compounds that originate from crude oil, commonly found in environmental samples due to petroleum product use. It's a mixture of hydrocarbons, encompassing both volatile and non-volatile compounds. TPH analysis is used to assess the extent of petroleum contamination in soil, water, and air.

Appendix 1 Forth Yards Masterplan Objectives

Vision Statement

Forth Yards will be a vibrant, residential led, mixed use and sustainable new community that integrates well into the **existing fabric and communities** of the city.

Outcomes

City geography

- A quality gateway into the city.
- Links the station to the Quayside and Newcastle College / The Helix.
- Provides a Western residential “bookend” (balance to Ouseburn).
- Extends Quayside waterfront experience, accessibility and connectivity to the South Bank.

Connectivity

- Excellent links to the city, waterfront and within / across Forth Yards.
- High degree of permeability.
- Easy travel to key employment and education locations.
- Low car environment.

Pride in place

- A strong community and identity within the city.
- A desirable place to live.
- Provides quality, sustainability, amenity and healthy living.
- High levels of ecology and biodiversity, including public green space.

Inclusivity

- A place that is shaped to meet the needs of local stakeholders.
- A place that can be enjoyed and experienced by many.
- A place that is open to all to live - young and old - providing affordable housing opportunities.
- A place that feels safe and secure.

PRIMARY OBJECTIVES

Pre-requisite objective: Sustainability and Climate Change

Sustainability and climate change will inform all design, development and operational systems.

01 Community and Function

A vibrant, inclusive and diverse community of residents, workers, makers and visitors will be developed and served by a mix of uses.

02 Partnership and Delivery

Delivery will be founded on a principle of partnership with the existing landowners whereby coordinated placemaking adds value to all and coordinated investment benefits all.

03 Place Identity and Security

The creation of a safe and welcoming neighbourhood with a distinct and coherent identity based on the sites location being at once, directly adjacent to but also removed from the city centre.

04 Economic Objectives

Local and community wealth will be created by ensuring viability of each character area. Significant and coordinated public sector investment will be geared to placemaking goals and provide value uplift.

05 Connectivity and Movement

The site will be reconnected to the city centre, the station, the quayside, the communities in the City's west end and Gateshead. The coherent sites and new neighbourhood will be woven together with active travel solutions to the fore.

06 Landscape Ecology and Biodiversity

Forth Yards will be woven together by a coherent landscape and public realm solution derived from its topography, aspect and existing ecology.

06 Stakeholder Involvement

This site, of city and regional significance will benefit from a collaborative and creative engagement with national and regional, civic, commercial, institutional and community stakeholders.

SECONDARY OBJECTIVES

The overall infrastructure and landscape package will be designed to enable sustainable development.

Individual development phases will be brought forward in support of the wider sustainability goals.

A metrics-based approach will be adopted.

Specific funding opportunities

Cross reference transport

Building metrics - BREEAM, Well etc.

Mix of uses and use typologies will be derived from analysis and policies.

Clustering of uses and developing an appropriate mix of uses for each character area will be based on an analysis of location constraints and opportunities considering the total site in the round.

Demographic analysis will underpin housing typology and tenure proposals, guided by an overarching desire for inclusivity and community diversity.

Flexibility of uses over time, and the consideration of masterplan revision, retrofit and reuse will be considered.

A robust urban framework of public realm and development plots will underpin flexibility.

A leisure, culture and destination strategy will underpin the site's 'draw' and long-term community developments.

A strategy of community service provision (schools, health, wellbeing) will dovetail with the emerging masterplan.

Partnership arrangements will be established with each landowner.

A clear governance and reporting framework will be established.

Clear objectives for the whole development and individual character areas will be developed working with the landowners.

Public sector investment will support coherent phasing, physical, social infrastructure provision.

Methodologies to balance individual site viabilities vs wider development coherency and goals will be developed.

A meanwhile use strategy will be established to tackle security concerns, a lack of awareness and will be central to establishing an identity.

The 'meanwhile use' strategy will be developed, harnessing wider stakeholder creativity and support. The meanwhile strategy will dovetail with wider city and regional initiatives and timelines.

History and heritage will form a platform from which to build a 'future legacy' narrative.

The gateway status of the site from the south and west by road or rail will be reflected in the spatial strategy and building design.

Site 'character areas' will be defined and bounded by heritage assets and historic topography.

The site will bring a 'green oasis' right to the edge of the city centre.

A FY Social Value and Economic Framework – To underpin the above and embed an inclusive economy approach – as outlined in both Newcastle and NTCA policy.

Economic job, skills and business outputs – To maximise opportunities for local residents; later related work requires SV / KPIs / identification of the same).

Viability – Economic & property analysis to underpin economics and Land Value uplift capture.

Value sharing – Collaboration to realise local wealth generation and social value realisation.

Phasing, constraints and value decisions – Will follow clarity on Landowner approach, phasing and funding.

Consideration of the movement strategy extend beyond the site boundary, incorporating an analysis into the west of the city and revisiting the river edge and connectivity to Gateshead.

The movement strategy will derive from the site's key topographical and locational opportunities.

Public transport will be prioritised. Development will reflect connectivity to central station and the metro, bus routes will be brought through the site.

The site gateways and thresholds, especially the city threshold, are key and will inform spatial strategy.

Active travel strategies will be prioritised.

Co-ownership will balance the sites central location and the need to create an attractive and viable ownership proposition.

Landscape proposals will be dovetailed with movement and connectivity strategies and demographic and population analysis.

Sport / play / general recreation spaces will be provided in tandem with the proposed mix of uses and the calculated population yield.

Landscape and movement strategies will respond to the site's unique aspect and topography.

(High Line)
(Central Thread)
(Escarpment Walk)

The landscapes of Forth Yards will support a comprehensive ecological strategy of mitigation and enhancement.

Individual character areas and ownership extents will work together to form a coherent whole.

A stakeholder engagement process will be established.

Civic, institutional, arts uses and interventions in a permanent and meanwhile phase will be developed.

Major civic or destination uses will be explored and dovetailed into the future legacy narrative and consideration of the site as a city, regional and national destination.

Appendix 2 Local Plan policies and SPD documents

The following CSUCP policies are particularly relevant to the area:

- Policy UC12 Urban Design
- Policy UC13 Respecting and Managing Views Within, From and Into the Urban Core
- Policy UC14 Heritage
- Policy UC15 Urban Green Infrastructure
- Policy UC16 Public Realm
- Policy UC17 Public Art
- Policy UC10 Car Parking
- Policy DM6 Accessible and Adaptable Housing
- Policy DM7 Space Standards
- Policy DM10 Pedestrian and Cycle Movement



Newcastle City Model

In addition, the following DAP policies will be particularly material for any future development in the Forth Yards Area:

- Policy DM11 Public Transport
- Policy DM12 Parking and Servicing
- Policy DM14 Mitigation and Highway Management
- Policy DM16 Conservation and Enhancement of Setting of Heritage Assets
- Policy DM17 Preservation of Archaeological Remains
- Policy DM20 Design
- Policy DM23 Residential Amenity
- Policy DM24 Environmental and Health Impacts of Development
- Policy DM26 Flood Risk and Water Management
- Policy DM27 Protecting and Enhancing Green Infrastructure
- Policy DM28 Trees and Landscaping
- Policy DM29 Protecting and Enhancing Biodiversity and Habitat
- Policy DM30 Provision of Open Space, Sports and Recreation
- Policy DM34 Recycling and refuse storage provision
- Policy DM25 Telecommunications and Digital Infrastructure

The following SPD documents are particularly relevant to the area:

Maintaining Sustainable Communities

- The Maintaining Sustainable Communities SPD was approved by the council’s Cabinet on 16 January 2017. The SPD contains Policy SC1 which sets out criteria against which planning applications for houses in multiple occupation (HMO) and other forms of shared housing are assessed. In addition, Policy SC2, which will apply to all housing developments within the Urban Core of the city, sets out a number of criterion against which planning applications will be assessed to ensure it will maintain the areas vibrancy, environmental quality, residential amenity and prevent the over-concentration of shared accommodation.

Healthier Food Environments

- This SPD gives guidance on how to support individuals, families, and communities to access, adopt and sustain healthier diets and to improve the city’s food environment, including by limiting further growth of hot food takeaways.

Tall Buildings

- The document provides assessment criteria on which all tall building proposals will be assessed.

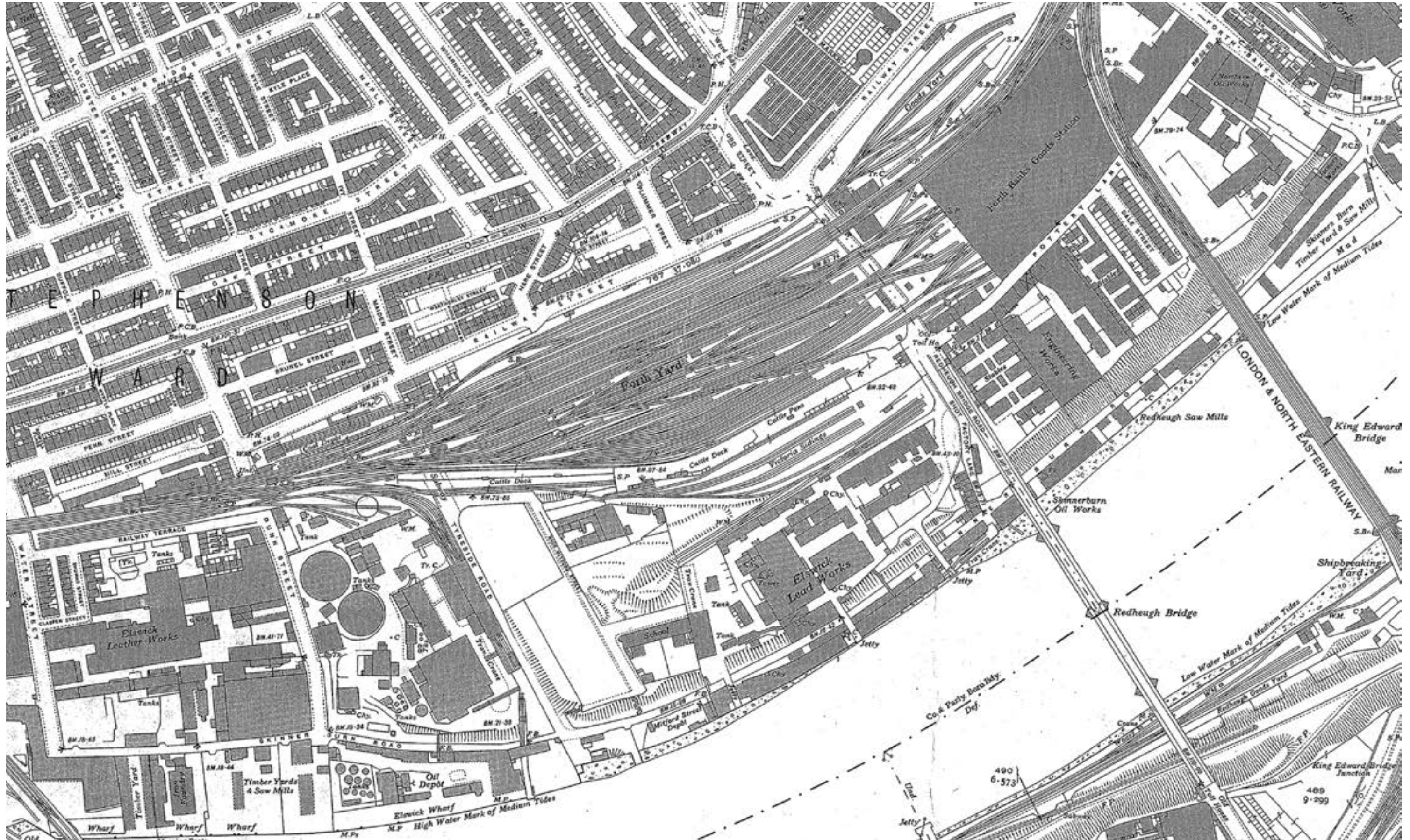
Planning Obligations

- The Planning Obligations SPD sets out the council’s approach to securing contributions and necessary infrastructure arising from developments through section 106 of the Town and Country Planning Act and in conjunction with the council’s Community Infrastructure Levy.

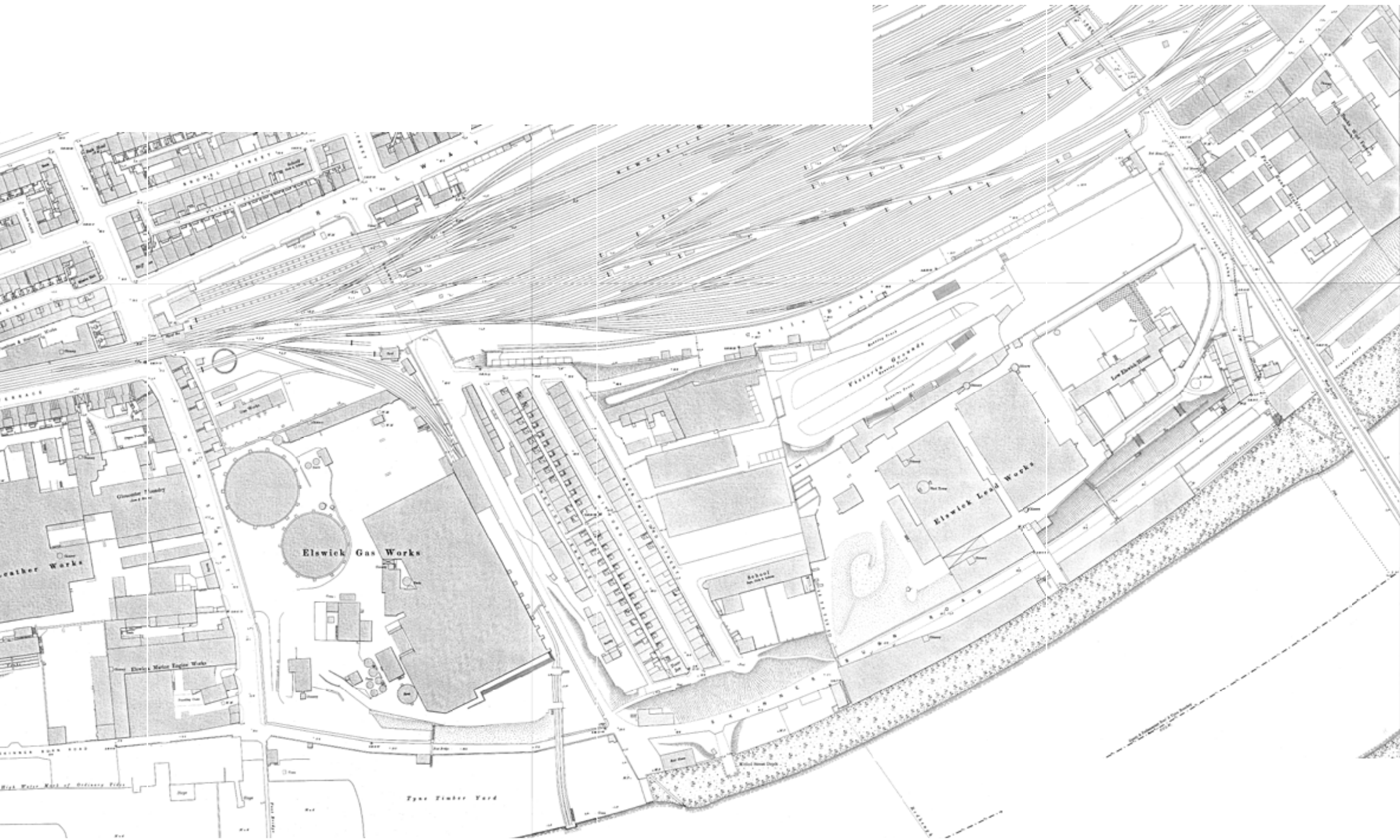
Other Guidance

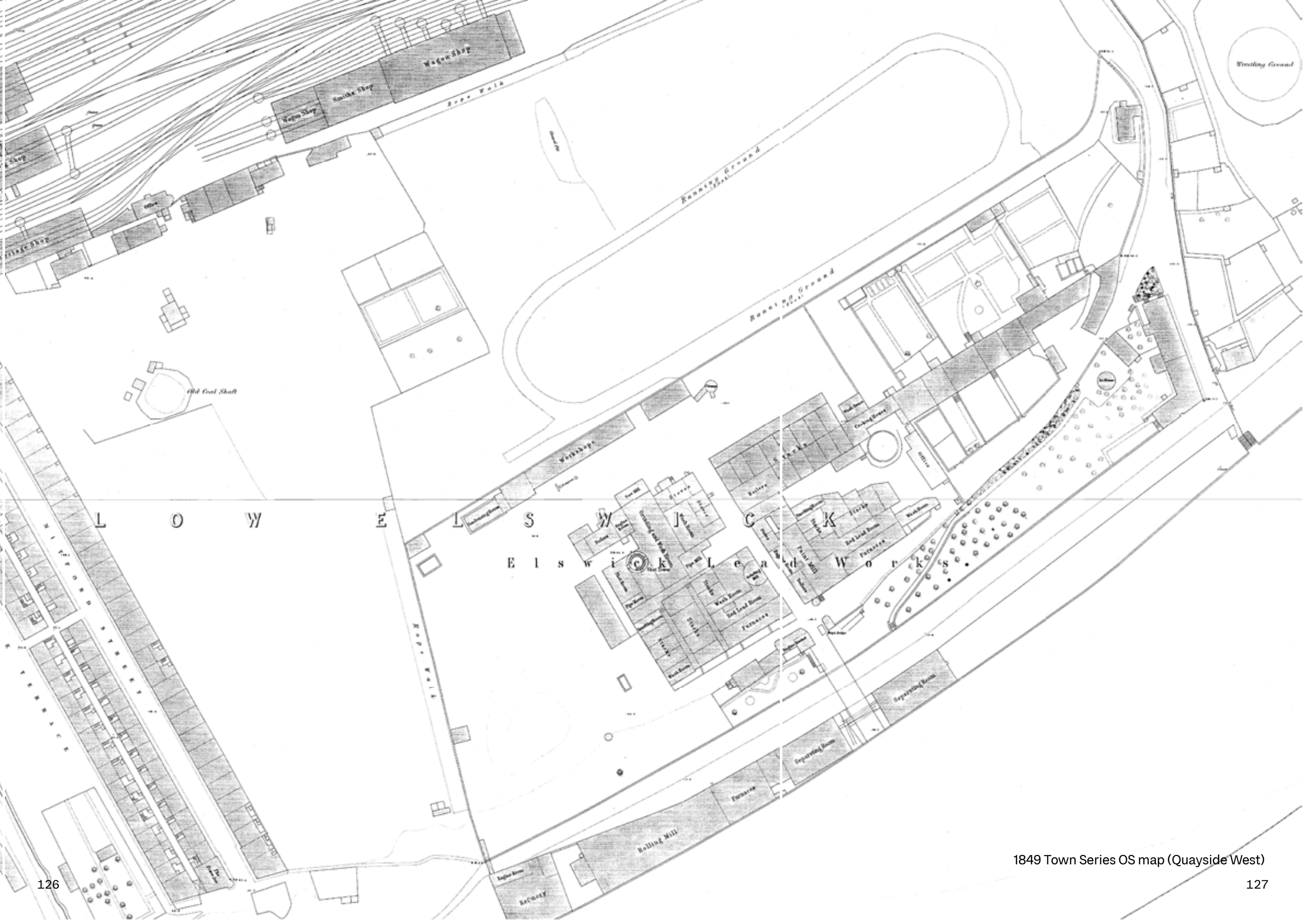
- Central Conservation Area Character Statement.
- Transport Assessments, Travel Plans and Parking.
- Provision of Waste and Recycling Collection and Storage Facilities Guidance Note.
- Roads and Accesses – Design to Adoptable Standards.
- Sustainability Statements Planning Process Note.

Appendix 3 Historic Maps



1947 4th Edition OS map





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