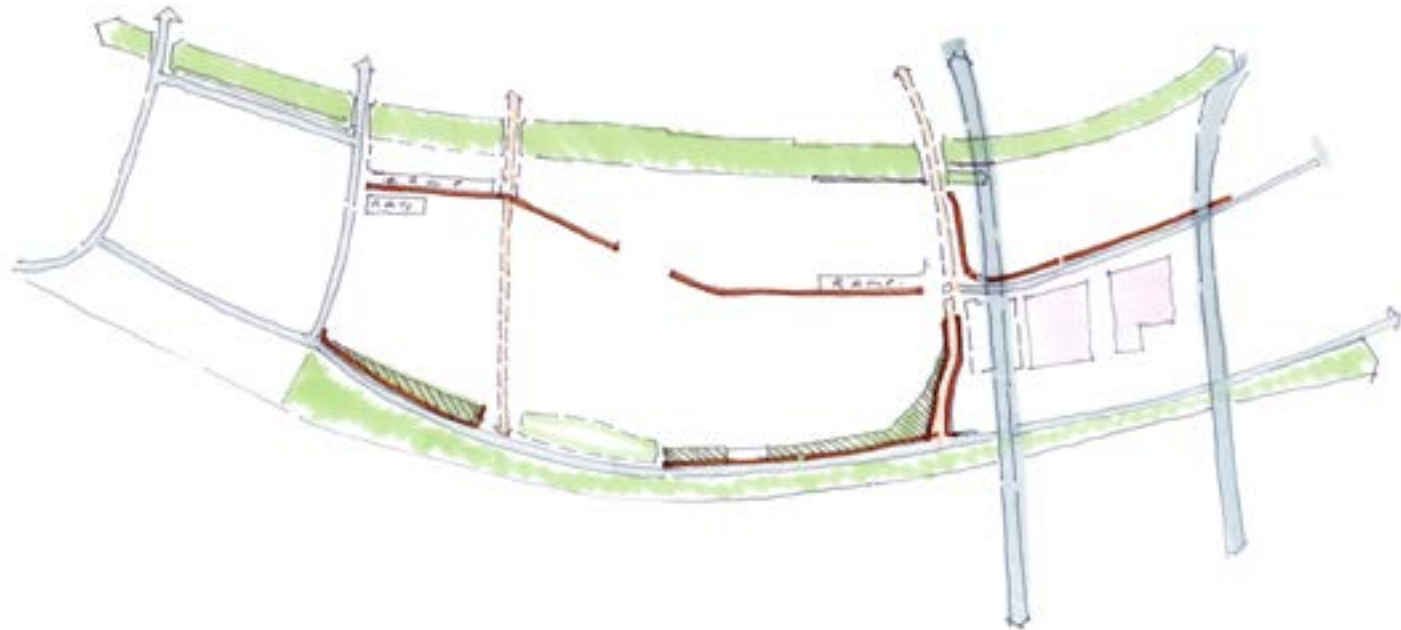


5.0 Masterplan Principles

5.1 Design Principles

1. The constraints grid



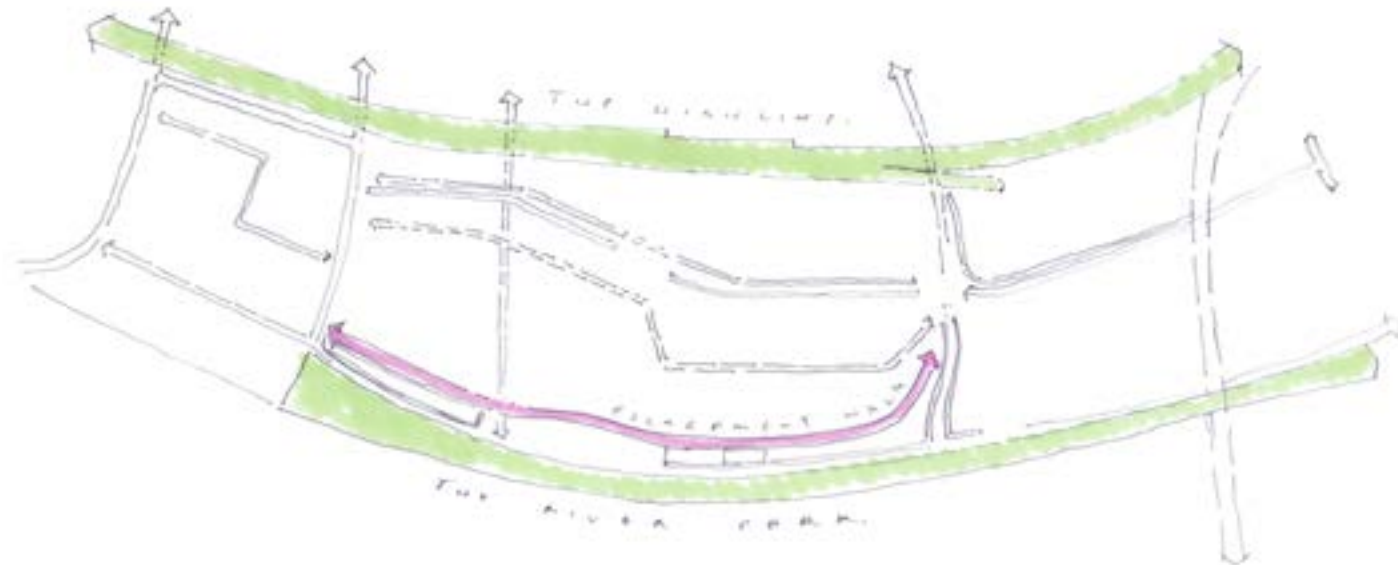
Perched on the edge of the River Tyne Gorge and shaped by the legacy of railway infrastructure and industrial development, the area has a unique and challenging set of topographical constraints. These features limit design flexibility and shape the opportunities for connections.

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



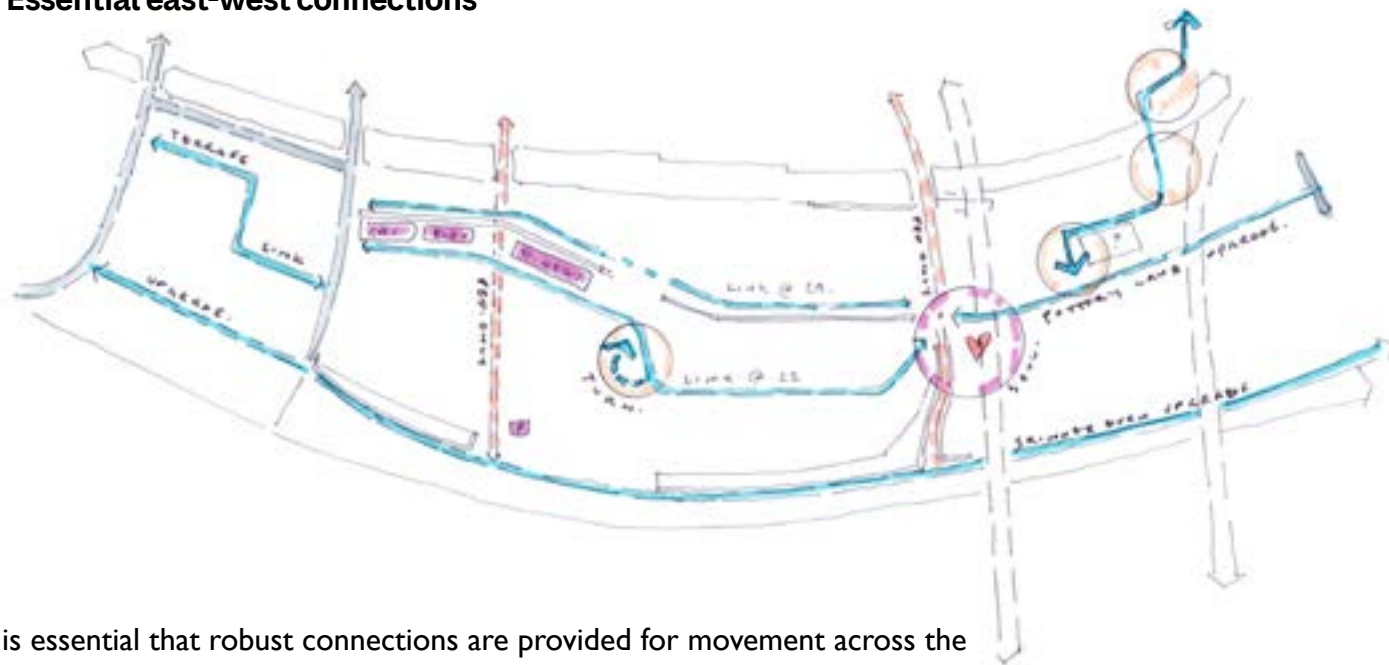
Making more of the existing quayside route (Hadrian's Way) and mature edge of trees to the south is a clear opportunity. So is re-purposing the railway infrastructure to the north as a new linear park to the Central Station. The levels also present the opportunity for an escarpment walk linking the sites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

4. Parcel for delivery



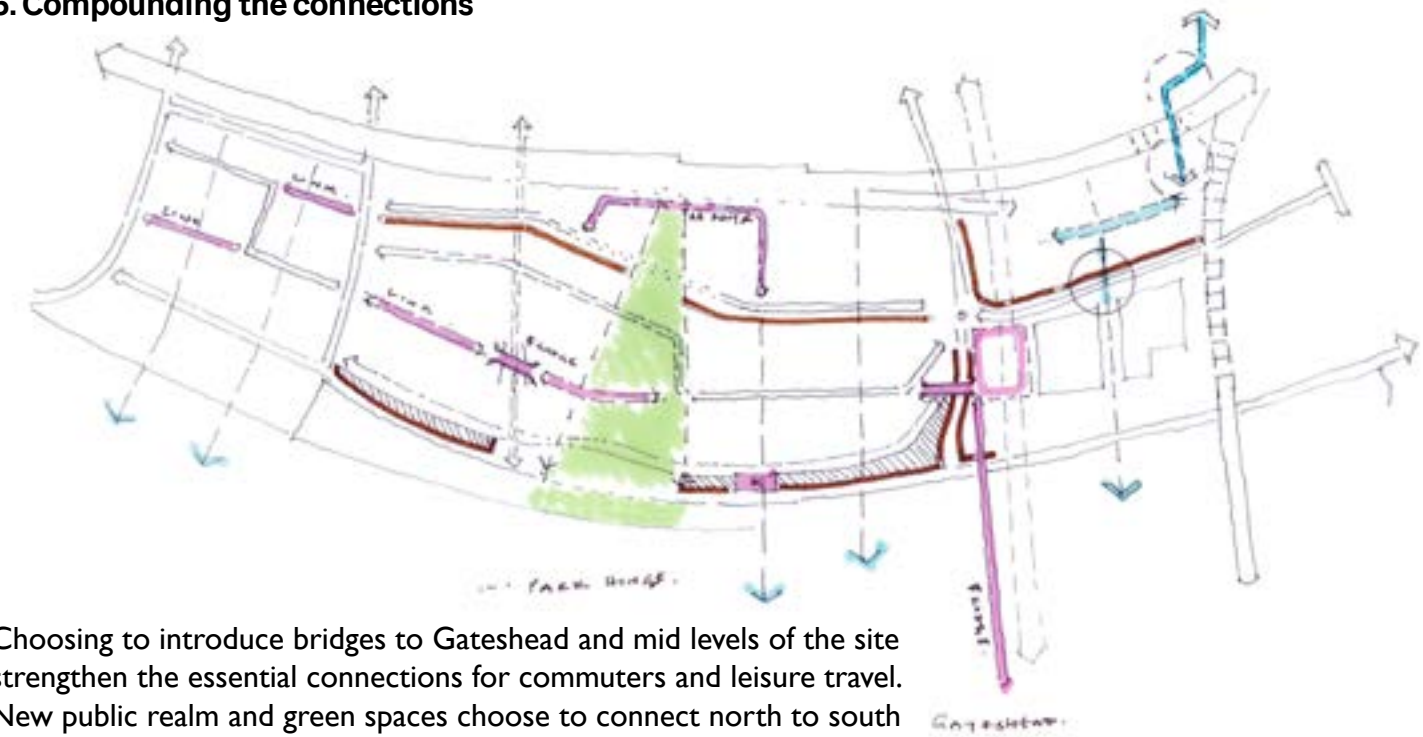
Decontamination and ecology issues have to work on a site by site basis. Individual sites must come forward for development in a planned sequence to ensure supporting infrastructure is available to create attractive and sustainable communities.

5. Essential east-west connections



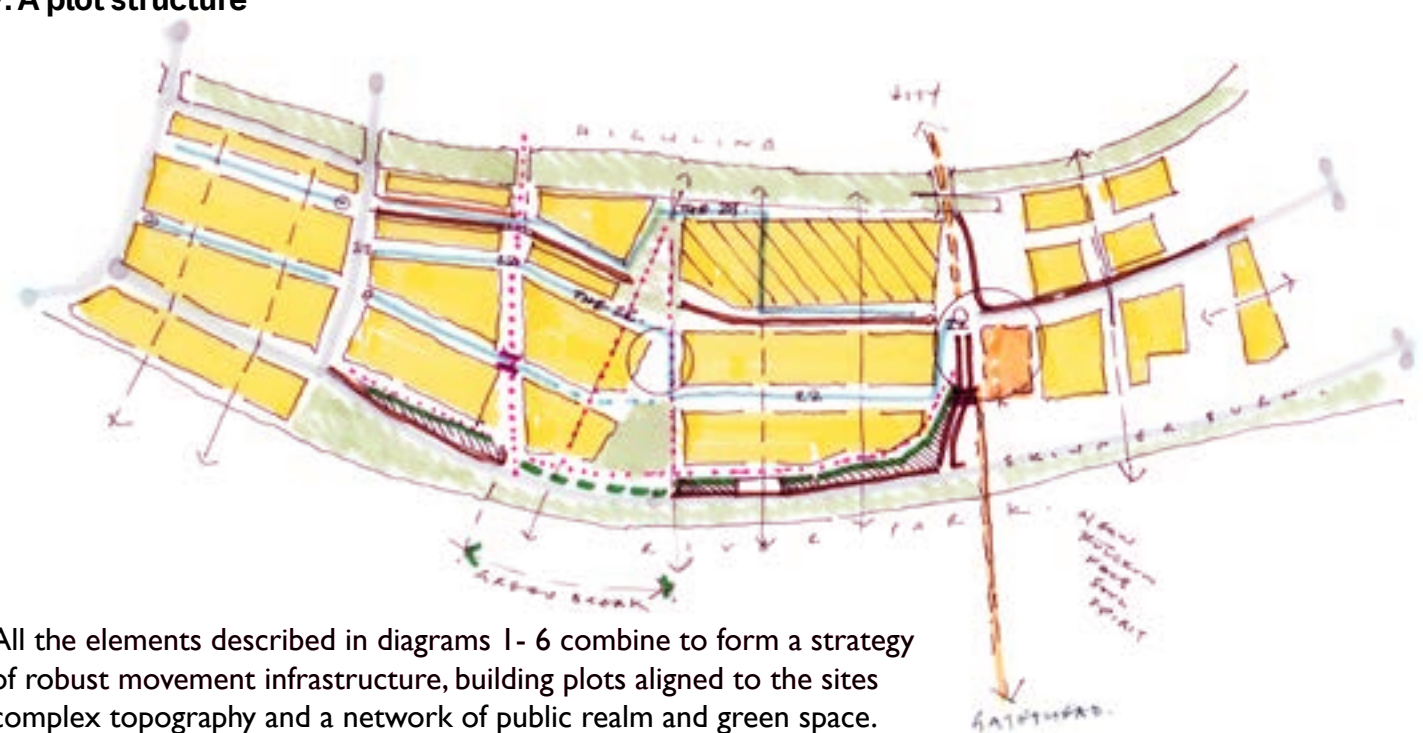
It is essential that robust connections are provided for movement across the area and to the city centre. Services and utilities will also need these routes. The key nodal space below the Redheugh bridge where several routes and levels converge will be an important space for new public realm.

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.

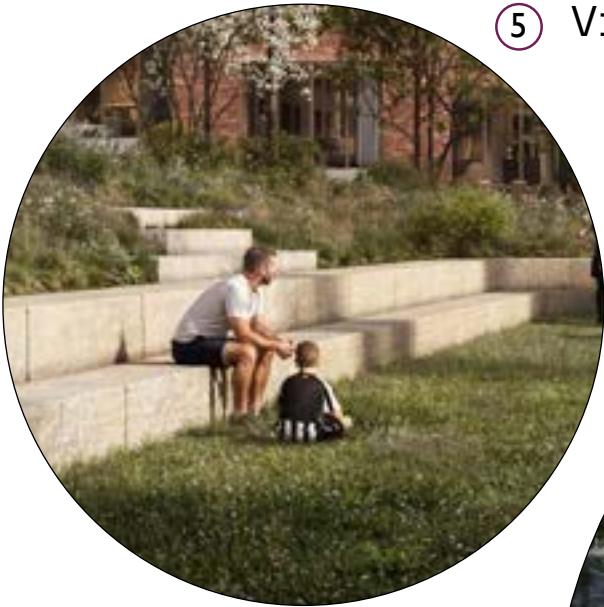
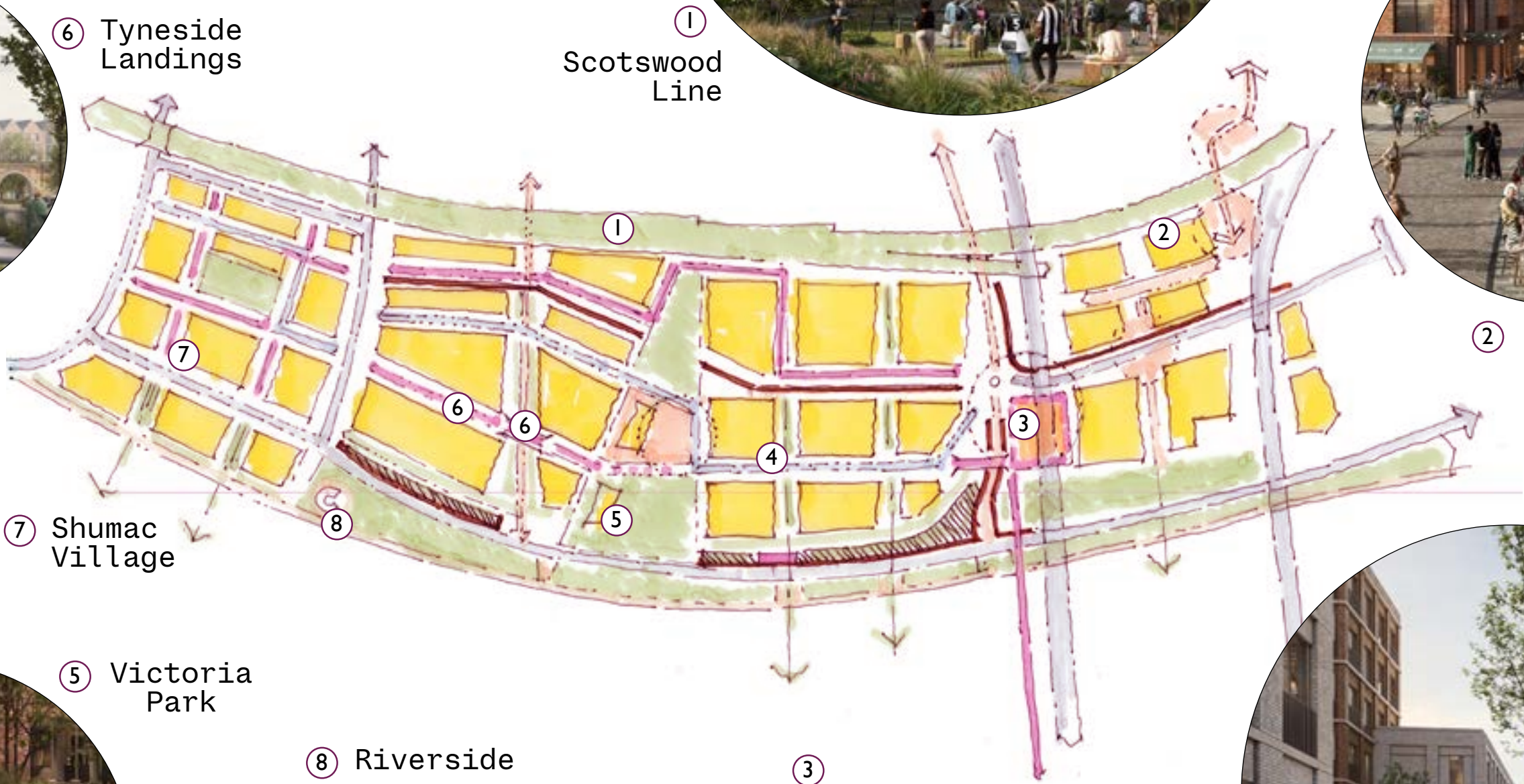
7. A plot structure



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
6.4 Character Area - Forth Yard Central	86
6.5 Key Landscape - Victoria Park	90
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



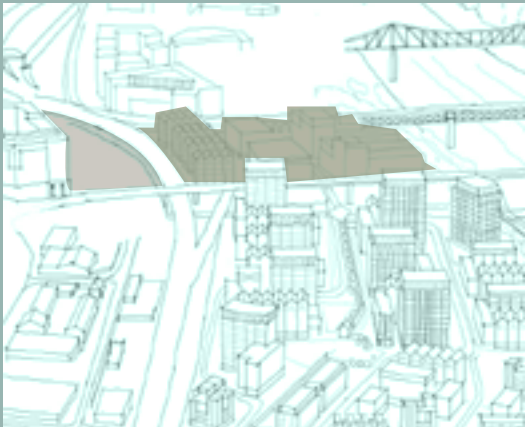
The Junction, Leeds



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.



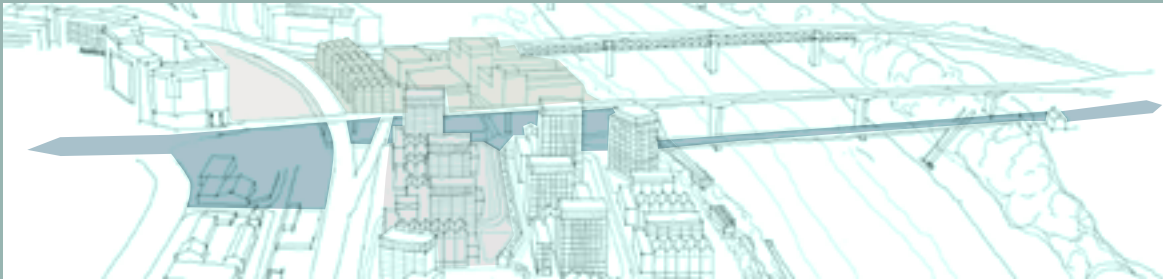
Viaduct Garden, Leeds



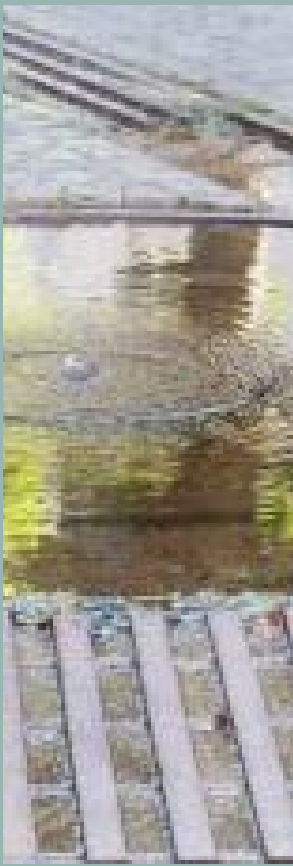
Nottingham College



The Base Phetkasem, Bangkok



Location Plan



Sct. Olai Square, Roskilde



Kwun Tong Promenade, Hong Kong

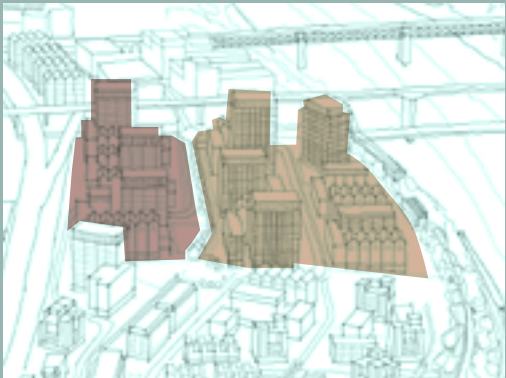
6.4 Character Area - Forth Yard Central

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.



Location Plan



Harkortstraße, Hamburg



Residences for Stephani, Bremen



St Andrews, Bromley-by-Bow

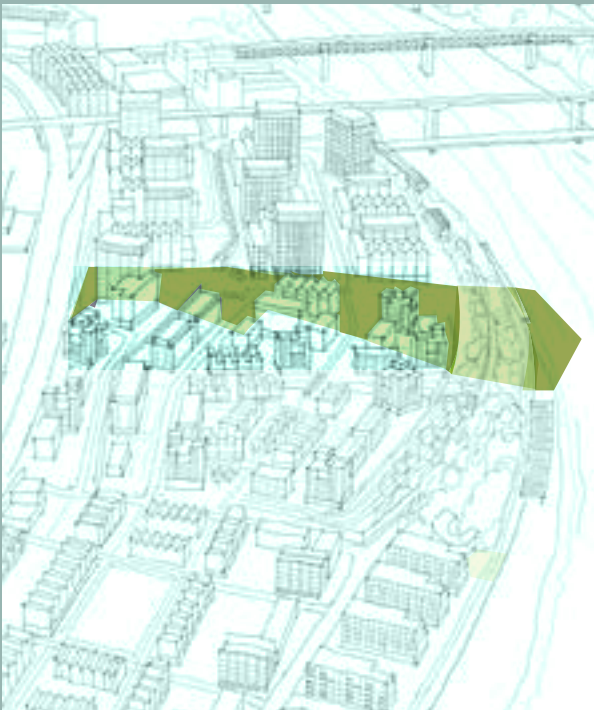


Forth Yard Central



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.



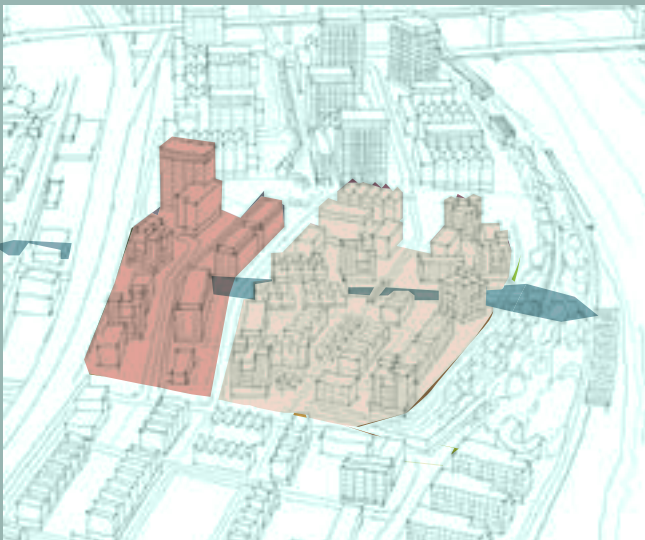
Mayfield Park, Manchester

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



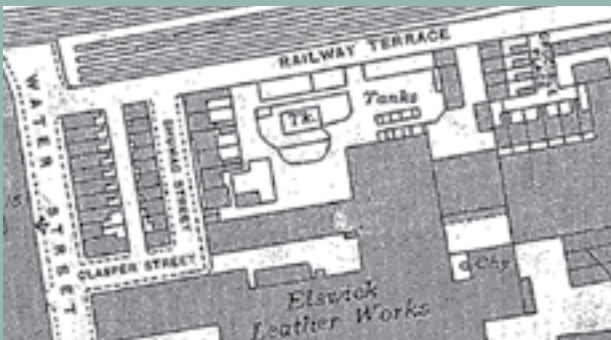
Tyneside Landings, showing the active travel bridge over Tyneside Road



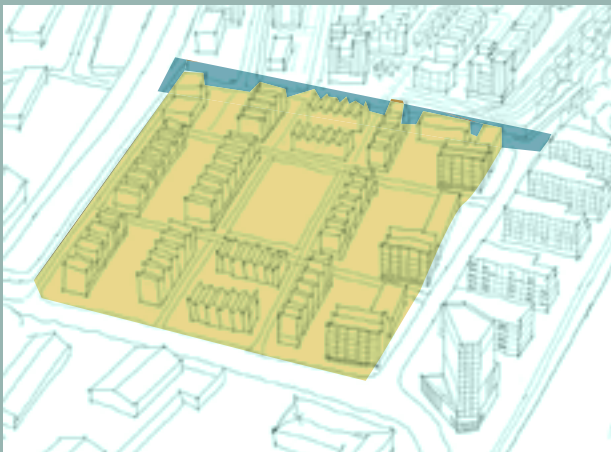
6.7 Character Area - Shumac Village

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