

South Area

East Pilgrim Street Development Framework

Prepared by Newcastle City Council [Draft July 2016]

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Prelude

East Pilgrim Street (EPS) represents one of the most strategically important City Centre Regeneration Opportunity Areas in the North of England and is located next to the shopping core in the centre of Newcastle.

The overall area covers 17Ha and contains many listed buildings, historic street patterns and areas of potential archaeological significance. The area also contains a number of poor quality buildings and spaces some of which are underused, neglected and almost “hidden away”.



[3D model of existing buildings East Pilgrim Street area and wider city context]

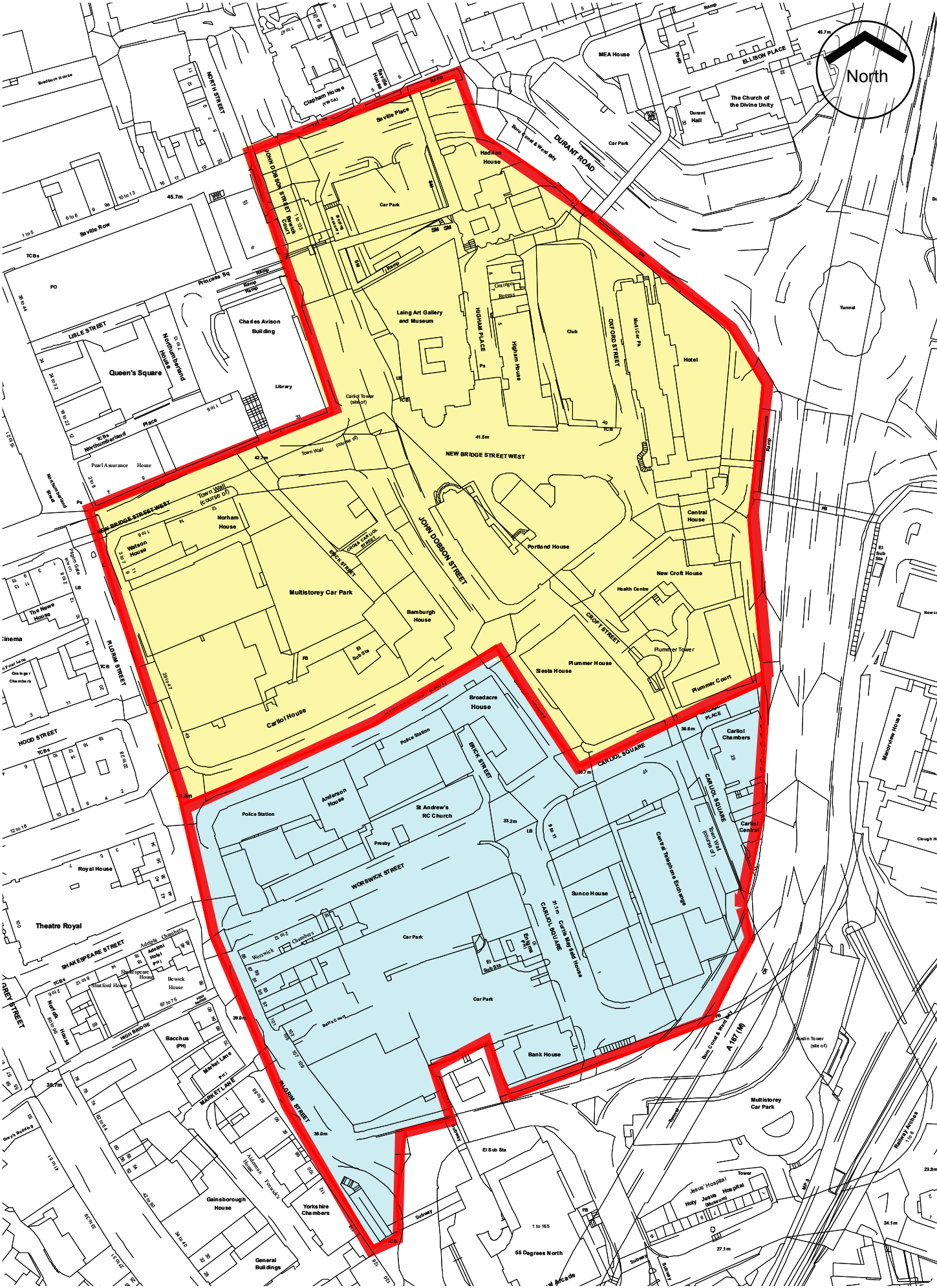
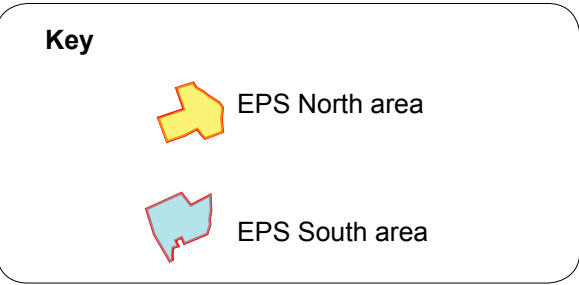
Document Status

This document *the draft East Pilgrim Street Development Framework* focuses on the EPS South area as shown on map.1. It should be read in conjunction with East Pilgrim Street Development Framework North Area which provides guidance and strategic design for the adjacent area.

The document sets out guidance and strategic design principles requiring a comprehensive and coordinated approach to site development and infrastructure provision. An area of influence is also proposed which will prove important to ensure the area is integrated into the surrounding area.

The vision for the EPS area has been developed taking into account current planning policies and the Interim Planning Guidance prepared previously.

This document will be a material consideration for all applications.



[Map.1 Showing East Pilgrim Street North and South areas]

Guidance

This development framework provides strategic guidance to support policy and best practice to ensure successful comprehensive development is achieved within the study area.

Parameters have been established to help guide development to ensure appropriate siting, layout, scale and massing for new development taking into consideration site constraints, opportunities and historic character of the area.



[Photomontage showing one way East Pilgrim Street could be improved - drawing for illustration purposes only]

Context

East Pilgrim Street lies within the City Centre but is in many ways cut off from the life of the City. It stretches from Durant Road in the north to the Swan House roundabout in the south and is bounded by Pilgrim Street in the west and stretches across to the Central Motorway East. It is an area of contrasts, containing 1 scheduled ancient monument, 12 statutorily listed buildings and 1 statutorily listed structure in varying states of repair. The area also has late 20th Century buildings of lesser or no architectural merit (see Historic Analysis).

There are several unused or under-used buildings as well as gap sites which are hoarded off or function as open surface car parks.

This draft framework covers the southern and central sub area as defined in the Core Strategy and Urban Core Plan (CSUCP).

Pilgrim Street forms west boundary of the sound area and was historically Newcastle’s principal medieval route. The area contains a number of listed buildings and a scheduled ancient monument (S.A.M). Immediately adjacent to this is the Central Conservation Area including grade.I Alderman Fenwick’s House.

The topography, which incorporates a 10 metre level change across the area with a steeper gradient in the southern sector towards the River Tyne, has also played a part in defining its character. Block sizes across the area do not vary much in size however, there are generally larger buildings occupying the northern part with some finer grain buildings stepping down Pilgrim Street towards the south.

Both the north and south area are surrounded by a number of identifiable districts including the Core Shopping Area, the Civic Centre/Universities and Hospital, Grainger Town and the Quayside. These districts contain a wide variety of City Centre uses and generate considerable footfall on routes between these districts. However, the East Pilgrim Street area is only marginally incorporated into this network of routes due to limited connections with these districts. (Map 3)

In the wider City Centre there are a number of other major regeneration projects including Science City, the Stephenson Quarter and Forth Yards.

VISION

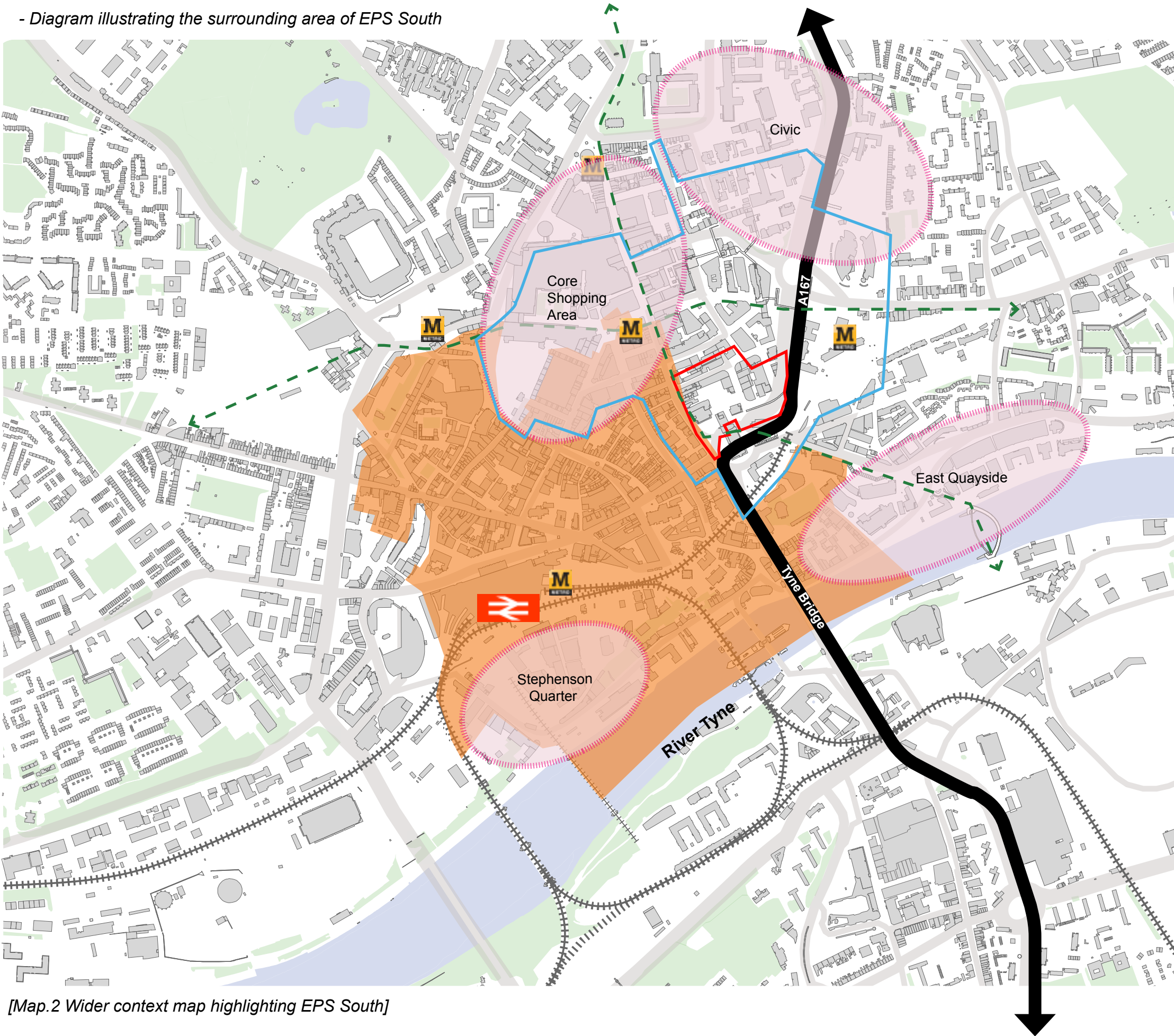
The vision for the area was developed as part of Interim shaped development of the CSUCP policy.

The strategic vision for East Pilgrim Street:

“To regenerate land and historic assets and promote comprehensive retail-led mixed-use sustainable redevelopment in the East Pilgrim Street Area, which creates an attractive high quality quarter of the City Centre to live, work and visit, and which positively contribute towards the wider renaissance of Newcastle City as the regional capital.”

Macro Analysis - Wider Context

- Diagram illustrating the surrounding area of EPS South



[Map.2 Wider context map highlighting EPS South]

Policy Context

Planning for the Future - Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030.

The Core Strategy and Urban Core Plan forms Part 1 of our statutory Local Plan and will guide development in Newcastle and Gateshead to 2030. It is the first part of both councils Local Plan, containing an overall vision and spatial strategy to deliver economic prosperity and create lifetime neighbourhoods. The Plan covers the whole of the area within the administrative boundaries of Gateshead and Newcastle and includes strategic policies and specific policies for the Urban Core, Sub-Areas and sites. East Pilgrim Street is identified as a key site in the CSUP (NC2). It is therefore a priority development site. There are many policies in the Plan which are relevant and will need to be considered as development proposals come forward.

Key policies include:

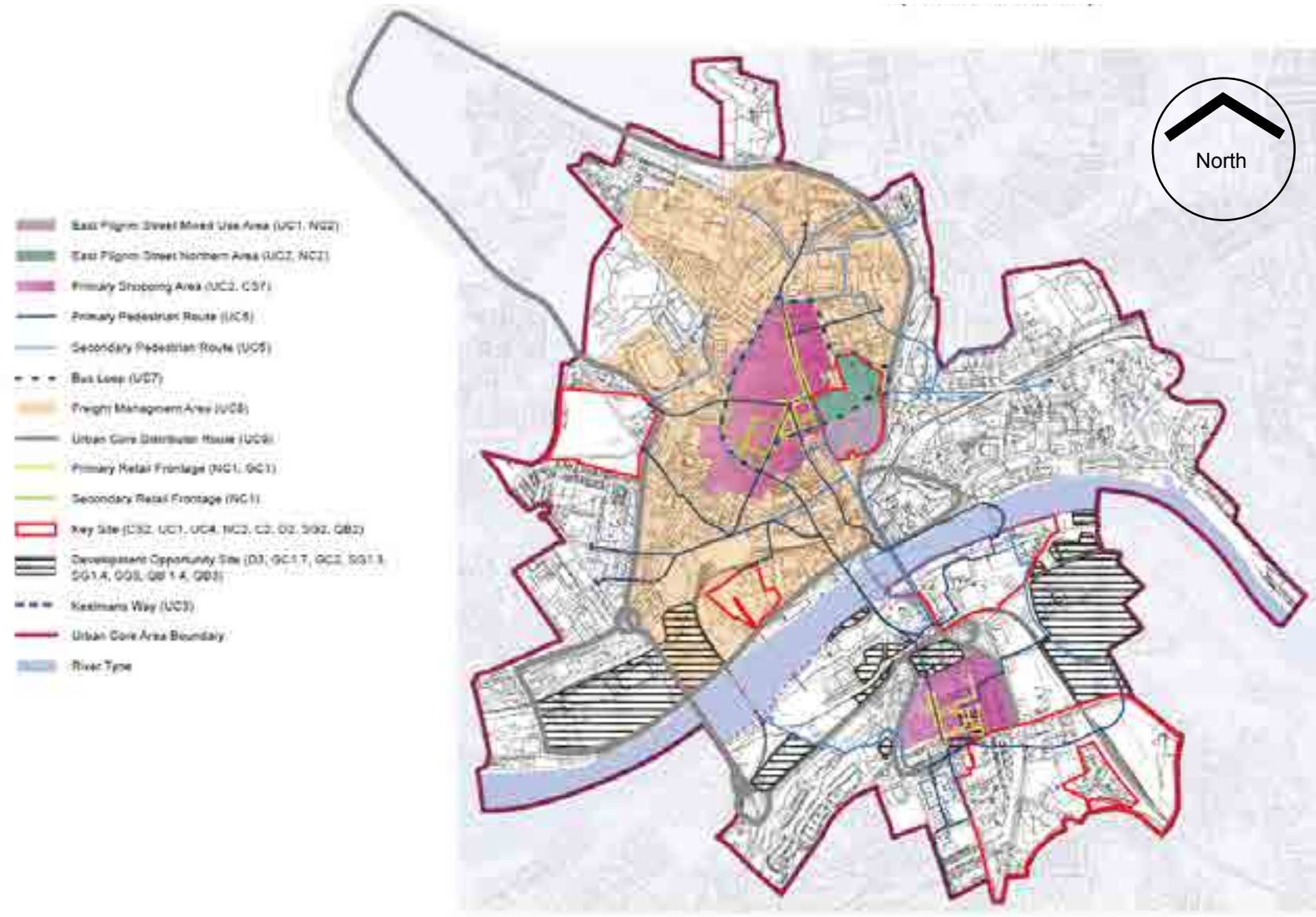
Policy NC1 Newcastle Central Sub-Area

Promoting the continued success of the Central Sub-Area will be achieved through:

1. Protecting the retail centre and enhancing the role of Newcastle as the regional centre by:
 - i. Only permitting A1 and A3 within the Primary Retail Frontages (as designated in Figure 16.1) at ground floor level. Change of use from A1/A3 will only be permitted in exceptional circumstances where it can be demonstrated that the proposed use would make a significant contribution towards the vitality and viability of the retail centre, and
 - ii. Permitting A1, A2, A3 and other supporting uses within the Secondary Retail Frontages (as designated in Figure 16.1) at ground floor level which make a demonstrable contribution towards the vitality and viability of the centre.
2. Improving the environment and accessibility by:
 - i. Increasing pedestrian and cyclist priority on Blackett Street by upgrading the public realm and reducing bus movements,
 - ii. Upgrading the public realm on Northumberland Street and reducing servicing vehicles,
 - iii. Upgrading the public realm on Northumberland Road and improving pedestrian links across College Street and John Dobson Street,
 - iv. Providing and improving at-grade crossings at Swan House Roundabout, and
 - v. Narrowing John Dobson Street and providing a cycle route as part of the Great North Cycle Way.

3. Continuing the regeneration of Grainger Town through:
 - i. The re-use and conversion of the vacant or underused upper floors principally for residential uses, and
 - ii. Safe, secure and sensitively designed ground floor entrances to upper floors which respect the historic buildings.

4. Refurbishing Central Gateway by:
 - i. Increasing pedestrian space and pedestrian priority including undertaking improvements to Neville Street,
 - ii. Enhancing links to the Primary Shopping Area via Grainger Street, Newcastle College via Westmorland Road, Science Central via Pink Lane and Bath Lane and also links to the Stephenson Quarter Key Site and Gateshead, and
 - iii. Removing traffic from the Central Station portico.
5. Regenerating the Old Newcastle area by:
 - i. Refurbishing and reusing the Black Gate, and
 - ii. Improving, access into the Castle Keep, signage, interpretation and the surrounding public realm.
6. Enhancing the Urban Green Infrastructure Network and network of public open spaces by undertaking improvements at the Bigg Market.



[Map.3 Urban Core Inset Map - Not to scale]

Policy NC2 East Pilgrim Street Key Site

1. East Pilgrim Street Key Site (Figure 16.3) is allocated for:
- i. Retail-led (A1) mixed-use in The Northern Area (north of Market Street), and
 - ii. Mixed-use Offices (B1), Residential (C3) Student Accommodation (C4) and Leisure (D2) (as principal uses) in the Central and Southern area (south of Market Street).

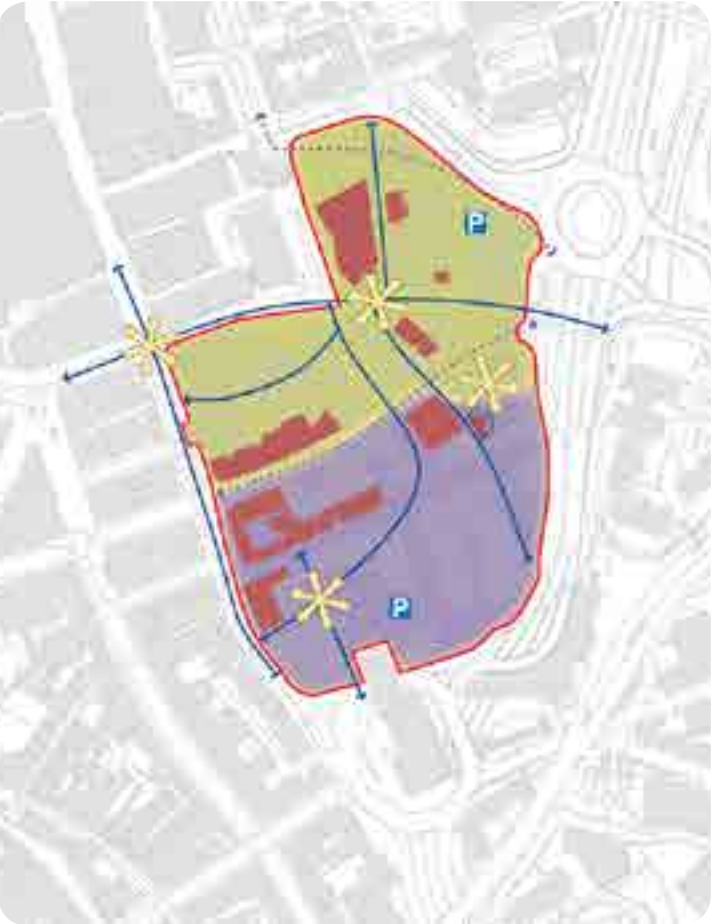
2. Development will be comprehensively planned, phased and must ensure it provides:

- i. New retail streets in an open plan format linked into the existing retail circuit,
- ii. Improved pedestrian accessibility and cycling priority through:

- a) An east/west route forming part of the Primary Pedestrian Route connecting New Bridge Street West to Manors,
- b) Enhanced links to Manors Metro and rail station,
- c) Enhanced links from Pilgrim Street across Swan House roundabout,
- d) Removal of footbridges and underpasses where possible,
- e) Restriction of general traffic through the site, and
- f) New cycle routes which link to the cycle network.

- iii. A new bus facility on the eastern edge of the site reorganising bus movements to and through the site as part of the comprehensive redevelopment scheme.
- iv. Appropriate levels of car parking on the edge of the site to serve the comprehensive development.
- v. Refurbishment of Listed Buildings and Scheduled Ancient Monuments which are integrated into the redevelopment.
- vi. Archaeological assessment, fieldwork, recording and preservation where appropriate.

16.21 East Pilgrim Street represents one of the most strategically important City Centre regeneration areas in the north of England and provides the space for the retail, leisure and commercial core to expand. Newcastle has consistently been identified as a location for major retail growth and the most recent comparison good retail study has identified capacity for at least 50,000 square metres⁵² additional gross retail floorspace by 2018/19. The majority of this will be located in the northern area of East Pilgrim Street as there is insufficient capacity within the Primary Shopping Area to accommodate the additional floorspace. A sequential test has identified the land at East Pilgrim Street as the most appropriate location for retail development next to the existing Primary Shopping Area, though an impact assessment is required by policy UC2. Once developed this area will be incorporated into the Primary Shopping Area through a review of the Plan, and a review of frontage policy will also take place.



[Map.4 East Pilgrim Street Site Map - Core Strategy and Urban Core]



[Map.5 Primary and secondary pedestrian routes]

Policy UC1 Offices and Business Development

Office and business development (B1a and b of the Use Classes Order) will be promoted. This will be achieved by:

- 1. Provision of at least 380,000 square metres (gross internal area) of new office space.
- 2. Prioritising large scale office development in the following allocated mixed-use sites:

- i. East Pilgrim Street
- ii. Gateshead Quays
- iii. Baltic Business Quarter
- iv. Stephenson Quarter
- v. Science Central

Policy UC2 New Retail (A1) in Newcastle and Gateshead

Major new retail (Class A1) development will be in the designated Primary Shopping Areas and at East Pilgrim Street northern area (Figure 14.3) and will improve the quality, quantity and range of comparison and convenience shops. This will be achieved by:

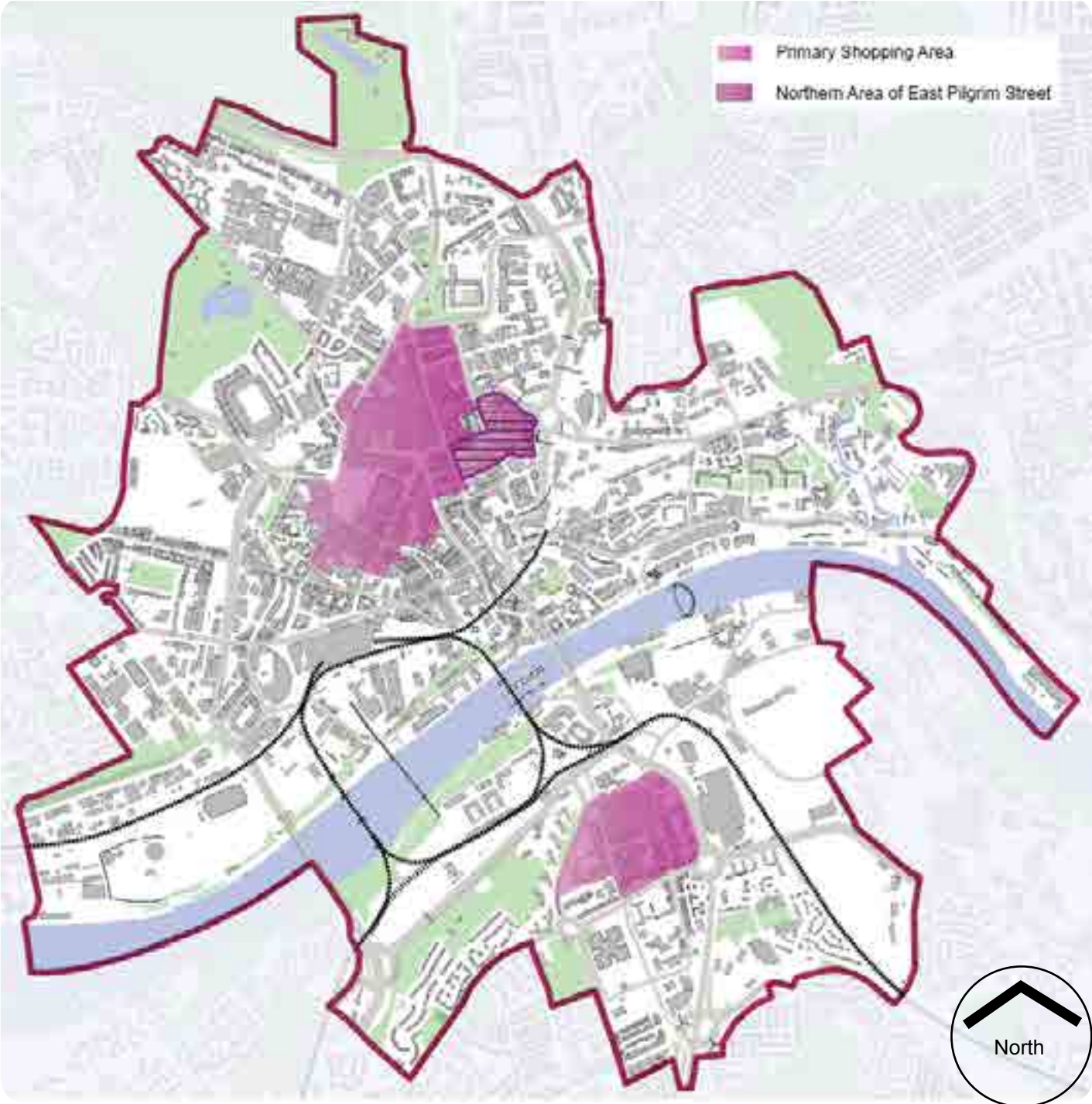
- 1. Maintaining and enhancing Newcastle Retail Centre's position as the regional retail centre through the protection of the Primary Shopping Area and through future development in the East Pilgrim Street northern area. Retail development in the Primary Shopping Area and at East Pilgrim Street will provide at least 50,000 square metres additional gross retail (A1) floorspace. For East Pilgrim Street this is subject to proposals having no significant adverse impact on the Primary Shopping Area.
- 2. Redefining and revitalising Gateshead's Primary Shopping Area through retail-led mixed-use development, focused on Trinity Square, including the provision of further floorspace.

Policy CS2 Spatial Strategy for the Urban Core

The Urban Core is the priority location for development which will maintain and enhance its vibrancy. This will be achieved by:

- 1. Expanding its role as an office location through the provision of at least 380,000 square metres of new office space.
- 2. Enhancing its retail function through improving the quality, quantity and range of comparison and convenience shops and increasing provision of comparison retail provision in Newcastle Retail Centre by at least 50,000 square metres additional gross retail floorspace.
- 3. Promoting clustering of knowledge-based industries, universities, colleges and hospitals.
- 4. Supporting developments which enhance and diversify culture, leisure and tourism facilities.

- 5. Securing a mix of housing, including at least 3,750 new homes and prioritising the Exemplar Neighbourhood.
- 6. Promoting sustainable modes of transport and access for all, managing traffic to minimise the impacts of development and improving the local environment.
- 7. Securing high-quality design that promotes local distinctiveness and sustains and enhances the historic environment.
- 8. Allocating Key Sites, East Pilgrim Street (NC2), Exemplar Neighbourhood (SG2), Gateshead Quays (QB2), Science Central (C2) and Stephenson Quarter (D2) for growth. These sites will be brought forward in accordance with approved masterplans to demonstrate a comprehensive and coordinated and coordinated approach to site development and infrastructure provision.



[Map.6 New Retail A1 in Newcastle and Gateshead]

Transport

The CSUCP sets the Council’s transport priorities for the Urban Core. Policies will:

- Promote an age friendly place ensuring accessibility for all,
- Focus on conditions for pedestrians and cyclists making the environment more attractive and safer, with clearly defined routes to provide easy interchange between modes,
- Support and in some cases re-organise priorities so that buses bring people into and distribute them around the Urban Core more efficiently
Manage vehicular traffic to minimise its impacts while maintaining the vibrancy of the Urban Core, and
- Make arrival points and gateways more attractive and better connected.

The Urban Core is compact, which makes walking and cycling attractive. We have excellent public transport links and facilities are used by large numbers of people every day travelling into the Urban Core. The challenge is to develop and manage streets and places to cater for growth while creating a vibrant modern centre with an attractive environment.

The Core Strategy and Urban Core Plan 2010-2030 contains eight policies which relate specifically to Transport; ‘CS13 Transport’ is the strategic policy which covers the entire Newcastle administrative boundary, while there is a further 7 relating to the transport within the Urban Core.

The full list of transport policies are contain in Appendix.I

Key Transport Policies

Policy Objective	Description
CS2 – Spatial Strategy for the Urban Core	<i>Promoting sustainable modes of transport and access for all, managing traffic to minimise impacts of development and improving the local environment.</i>
CS13 – Transport	<i>Promoting sustainable modes of transport and access for all, managing traffic to minimise impacts of development and improving the local environment.</i>
UC5 – Primary and secondary pedestrian routes	<i>Primary and secondary pedestrian routes: Promoting sustainable models of travel by giving priority where appropriate to pedestrian links and facilities to ensure an attractive, safe and better linked areas.</i>
UC6 – Cycling	<i>Promoting sustainable modes of travel by developing cycle infrastructure by promoting cycle improvements and links to the surrounding area.</i>
UC7 – Public Transport	<i>Promoting sustainable modes of travel enhancing public transport infrastructure.</i>
UC8 – Freight and Servicing	<i>To promote sustainable freight movement and minimising the impact on the environment and quality of place.</i>
UC9 – General Traffic	<i>Managing traffic in and around the Urban Core by minimising through traffic.</i>
UC10 – Car Parking	<i>Managing the location and supply of safe and secure car parking.</i>
UC11 – Gateways and Arrival Points	<i>To ensure a strong, distinctive entrance and sense of arrival.</i>

Current Development

Over the last few years there has been development interest in various sites within the northern area.

Two schemes for student accommodation are under construction and a first phase of transport improvements has been completed at John Dobson Street and Durant Road.



Former Liquid Envy

Partial demolition of building forming Liquid/Envy nightclub, and erection of 36 shared cluster apartments (Sui

Generis) & 120 studios (Class C3) (total 329 bed spaces) 8, 11 and 13 storeys high for student accommodation.

Conversion of John Dobson House and part of existing building to cafe, bar and restaurant (Class A3/A4) including refurbishment of entrance portico and erection of lightweight pavilion behind the Oxford Gallery portico.



Plummer House

Listed Building Application: Partial demolition of Plummer House and erection of 8 storey replacement extension with basement and internal and external alterations to provide student accommodation comprising 216 apartments

Transport improvements

3 Durant Road Improvements

4 John Dobson Street Improvements

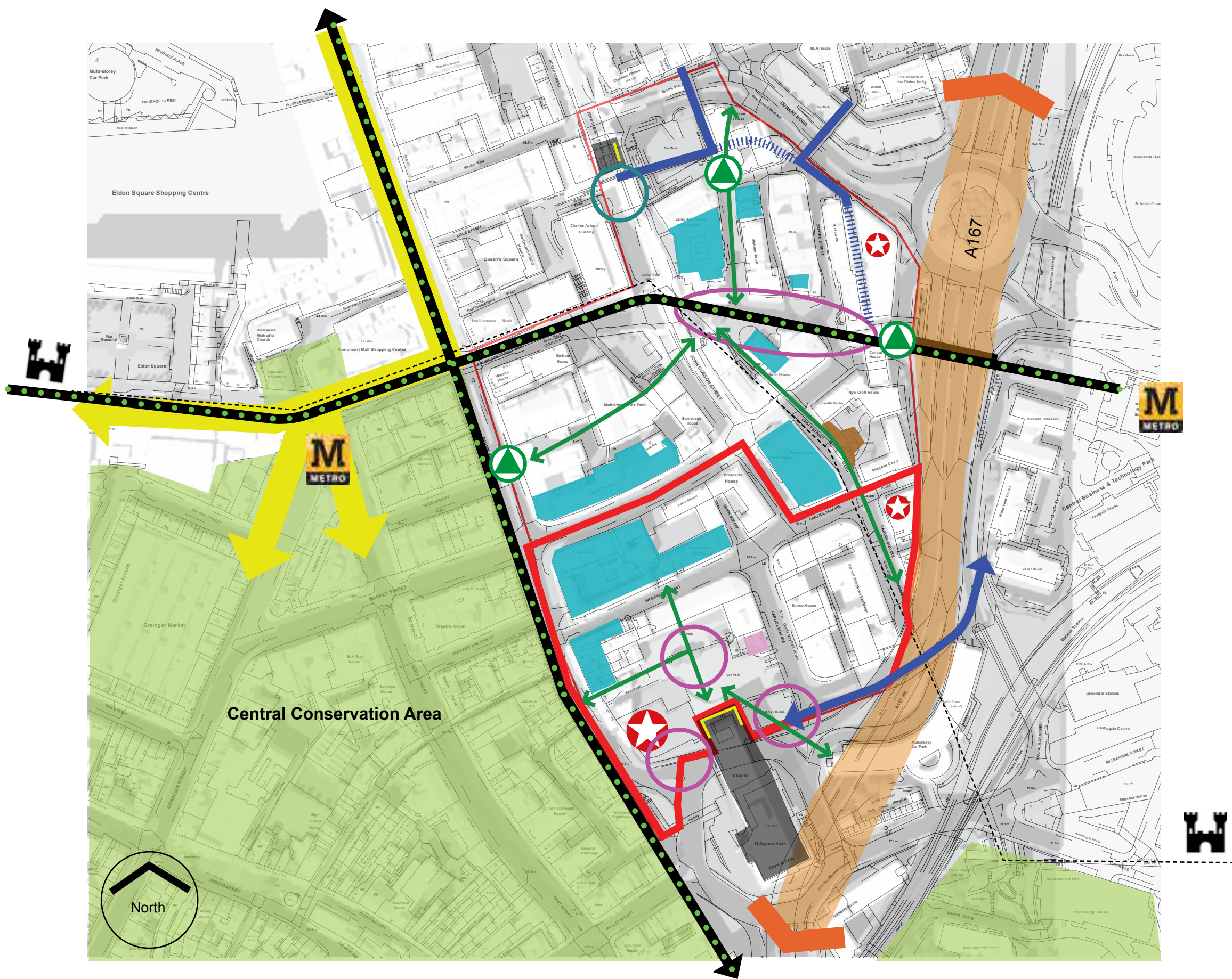
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Chapter.2 Analysis

- Site Constraints + Opportunities
- Historical Development
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Site Constraints and Opportunities

Analysis highlighting some of the site constraints and opportunities across East Pilgrim Street South area.

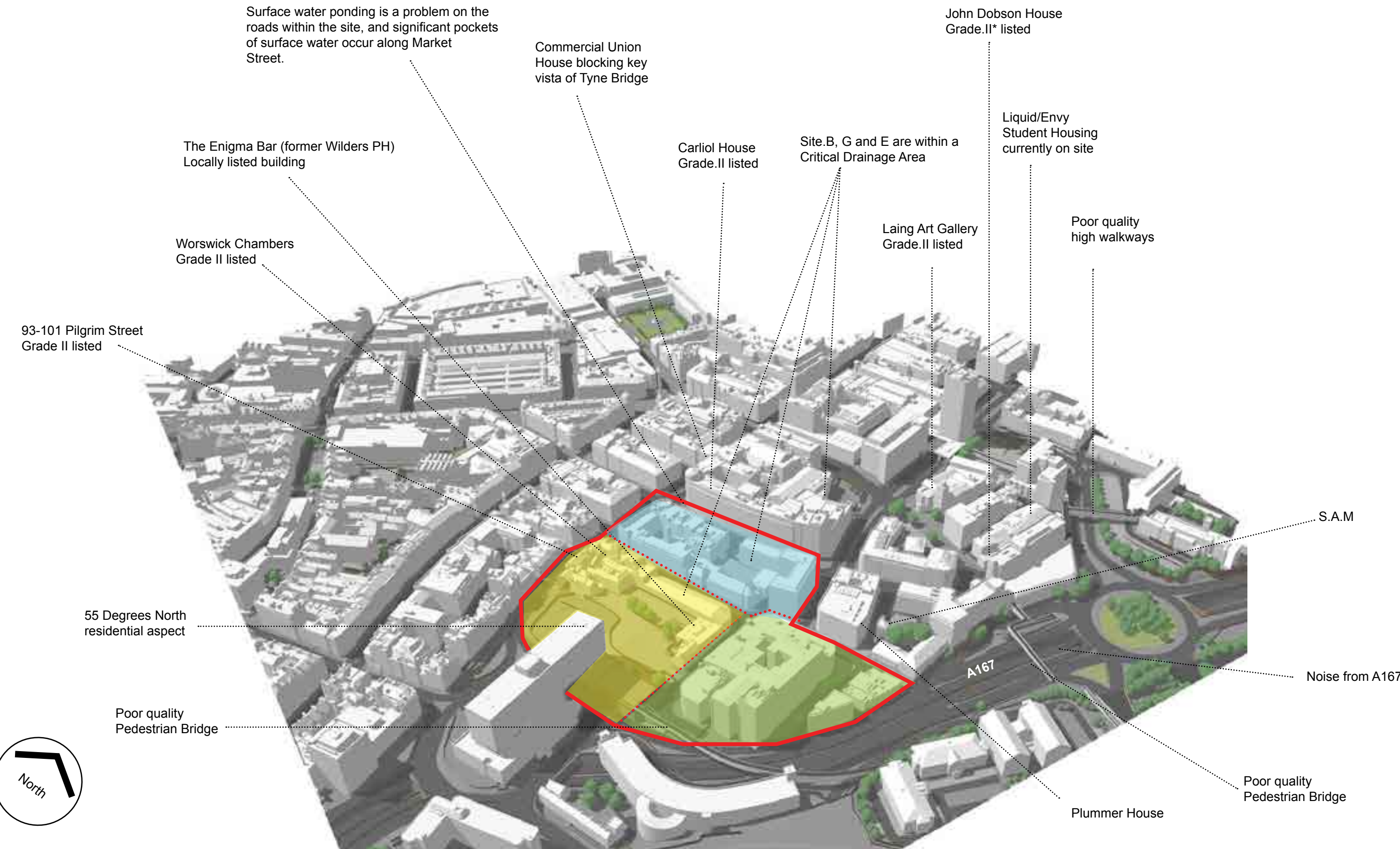


Key

- EPS South Area
- Key Pedestrian Route
- Central Conservation Area
- Listed buildings
- Locally listed building
- Potential connection
- Line of the Town Wall
- Landmark opportunity
- S.A.M (Scheduled Ancient Monument)
- New vista opportunity
- Potential noise from A167
- Potential Amenity issues for new development
- Metro
- Potential public realm improvements
- Bewick Court forecourt [Poor quality environment]
- High walkway/Bridge link
- Connection through buildings
- Pedestrian Priority

Site Constraints and Opportunities

Three dimensional diagram highlighting site constraints and opportunities across East Pilgrim Street South area.



Historical Development

Pilgrim Street is one of the most important medieval thoroughfares through Newcastle and may represent one of the oldest routeways in the City. Its name is thought to come from the use of the route by pilgrims who passed through the Pilgrim Gate in the Town Walls to visit St Mary's Chapel in Jesmond, or it could possibly refer to pilgrims visiting the Franciscan Friary which once stood in Pilgrim Street.

Historical maps of the area illustrate the built form development of the area and highlight the major periods of change.

Pilgrim Street was a prosperous and popular route in the medieval period. Early maps, such as Speed's map of 1611 and Corbridge's map of 1723 show that the Pilgrim Street frontage was built up by the early 17th Century. Development on the eastern side of Pilgrim Street was limited to a line of dwellings fronting Pilgrim Street (some of them being important houses) and gardens/open space to the rear as far as the Erick Burn and Carliol Croft. Properties shown fronting Pilgrim Street were based on typical medieval burgage style developments with narrow frontages to the street and long narrow buildings extending at right angles from the street frontage creating a density to the Pilgrim Street elevation. By the late 18th Century the burgage plots were further developed with additions or extensions to the original street frontage, illustrated by Armstrong's map of 1769. Speculative developments were positioned in courtyards behind the street frontage, accessed by alleyways.

The dismantling of the Town Walls began in the mid 1700's along the Quayside and progressed across the rest of the Town, in parts where the wall prevented the spread of the Town, until the 1830's.

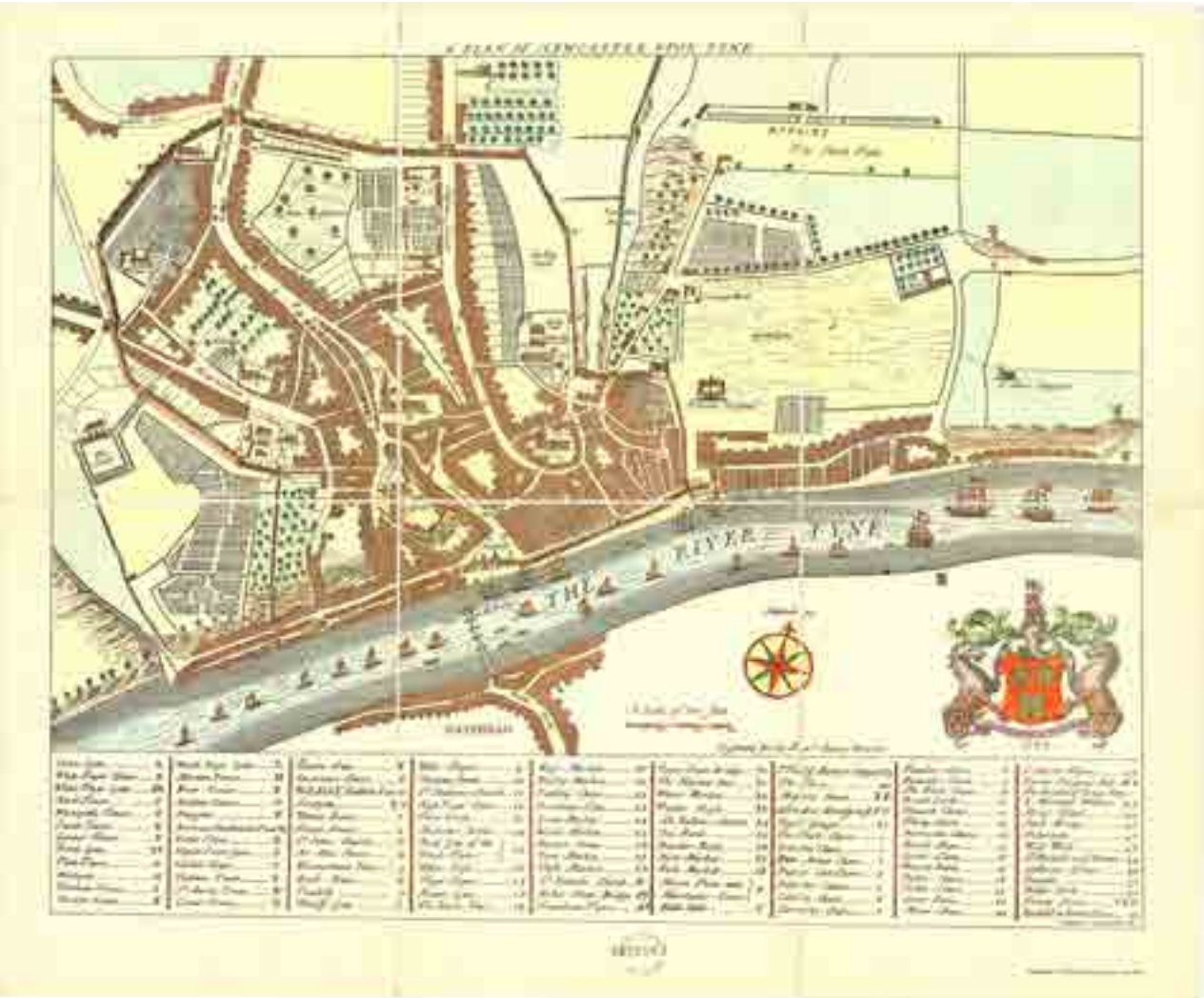
Plummer Tower was remodelled by the Company of Masons as a meeting hall in 1740. Austin Tower, then later Carliol Tower, (which were located within or near East Pilgrim Street) were both demolished. The Pilgrim Street Gate was demolished in 1802. Pilgrim Street was a main route into the Town from the Quayside via Akenside Hill prior to the Richard Grainger redevelopment of the Town in the 1830's.

The 1st ed. OS (1879) illustrates that co-inciding with the demolition of the Town Walls there was a substantial increase in development in the East Pilgrim Street area – particularly outside the line of the Town Wall – creating a dense urban pattern. Development continued to replicate the medieval burgage plot characteristics. Several of the burgage plots can be seen to have formed courts, with alleyways and self-contained yards serving separate buildings. Some of these structures would have been workshops and industrial areas and others would be dwellings. Contrasting with this style of development was the Gaol on Carliol Square which was built between 1823 and 1827.

Also at this time it is thought that the Erick Burn was backfilled, raising the land level and preserving possible archaeological deposits beneath.

The pace of development slowed in the late 19th Century and the 2nd ed OS (1898) indicates that some demolition had taken place since the 1st ed was published but despite this, the very dense grain to Pilgrim Street had been maintained through infill developments to the rear of previously established plots. Manor's Station is illustrated as is Worswick Street (1875) formed by the demolition of two of the burgage plots which faced onto Pilgrim Street.

As with the late 19th Century, in the early 20th Century there was a much reduced rate of development within Newcastle. However, the 3rd ed OS (1919) illustrates an even more industrialised landscape with significant changes within the East Pilgrim Street area. New streets, such as Market Street and New Bridge Street were constructed, and new buildings, such as the Laing Art Gallery, were built. The importance of Pilgrim Street as a route into the City gradually diminished in the mid-late 19th Century and early 20th Century until the building of the new Tyne Bridge.



[1736]



[1849]

The construction of the new Tyne Bridge in 1925-28 had a huge impact on the character of Pilgrim Street. The bridge brought a substantial increase in the river crossing capacity between Gateshead and Newcastle with a far greater flow of traffic able to access the City via the arterial route of Pilgrim Street. As a result new development of a much larger/ grander scale than the previous medieval development, such as Carliol House, Central Police Station, Magistrates Court and Fire Station, were built. This was the main focus of development within the City at this time.

The changes that the new bridge and the influx of development brought to the area are illustrated on the 4th ed OS (1940-47). It also shows the demolition of the Gaol and the development of Carliol Square as it stands now including the Telephone Exchange (Telephone House). The Worswick Street/Carliol Street/ Pilgrim Street block, occupying the south west corner of East Pilgrim Street Area remains the only portion of the site to still express any form of medieval character of the Pilgrim Street frontage.

In the late 20th century the Central Motorway East truncated Pilgrim Street (1960s) leading to the development of Swan House and a number of new buildings were built such as Commercial Union House on Pilgrim Street, the south east corner of Carliol Square and the Bank of England at the southern end of Pilgrim Street. The 1992 OS shows the area essentially in its present form which the exception of the demolition of the Bank of England and adjacent buildings.



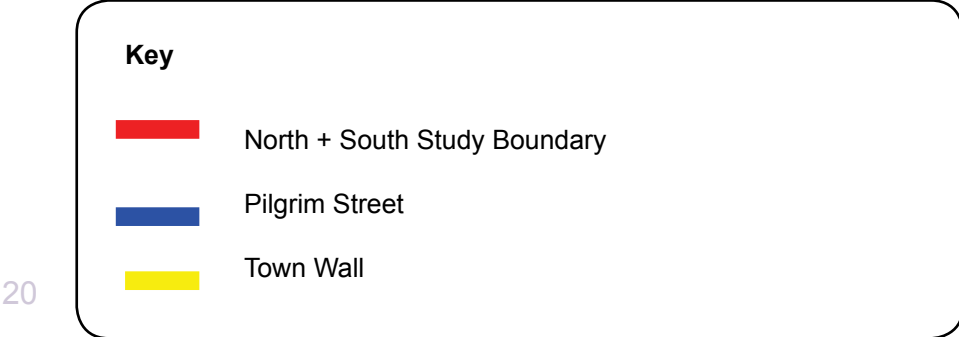
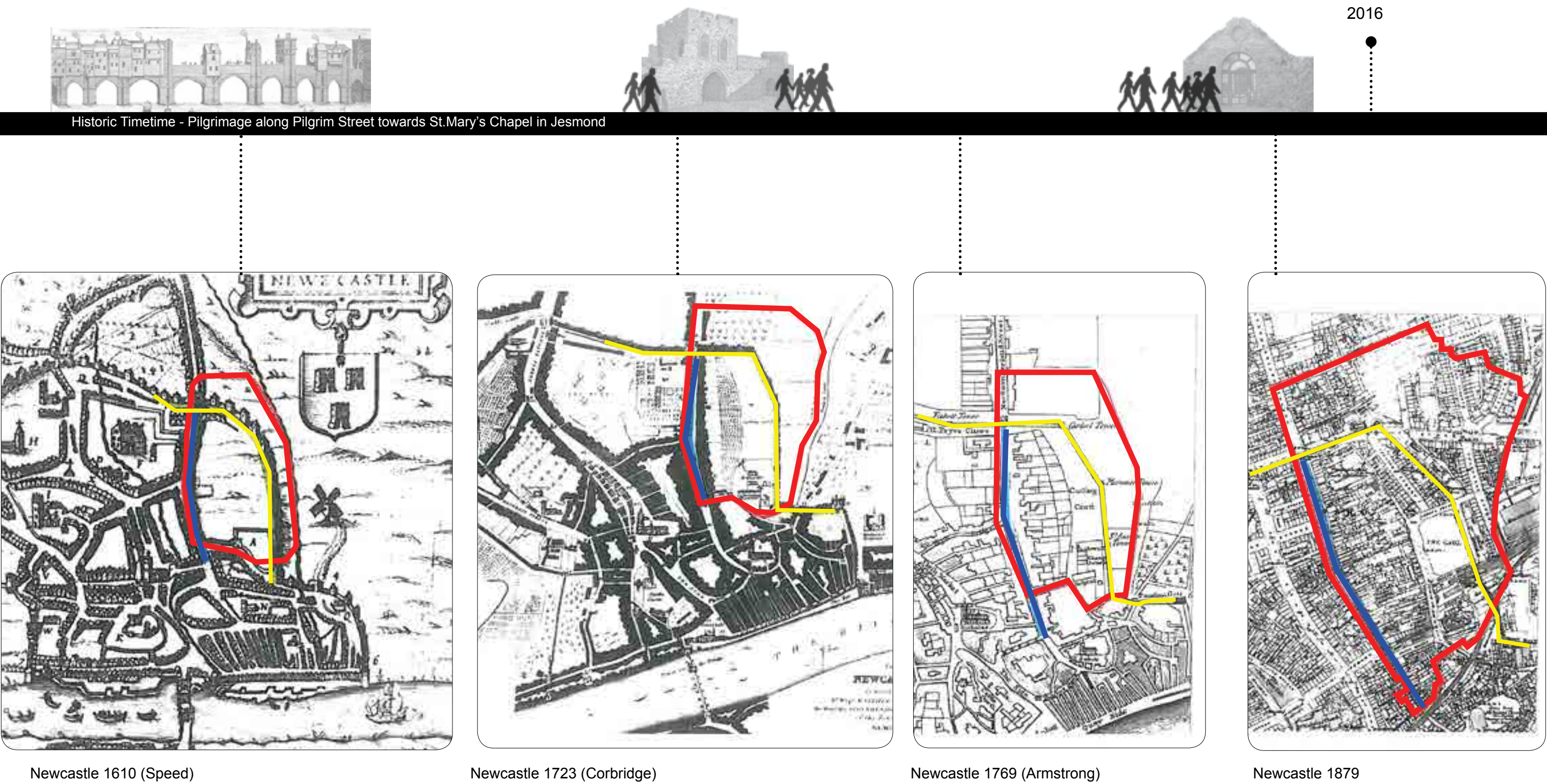
[Diagram of Hidden Rivers in Newcastle upon Tyne 1802]



[Old map fo Newcastle - highlight religious building breaking the skyline]

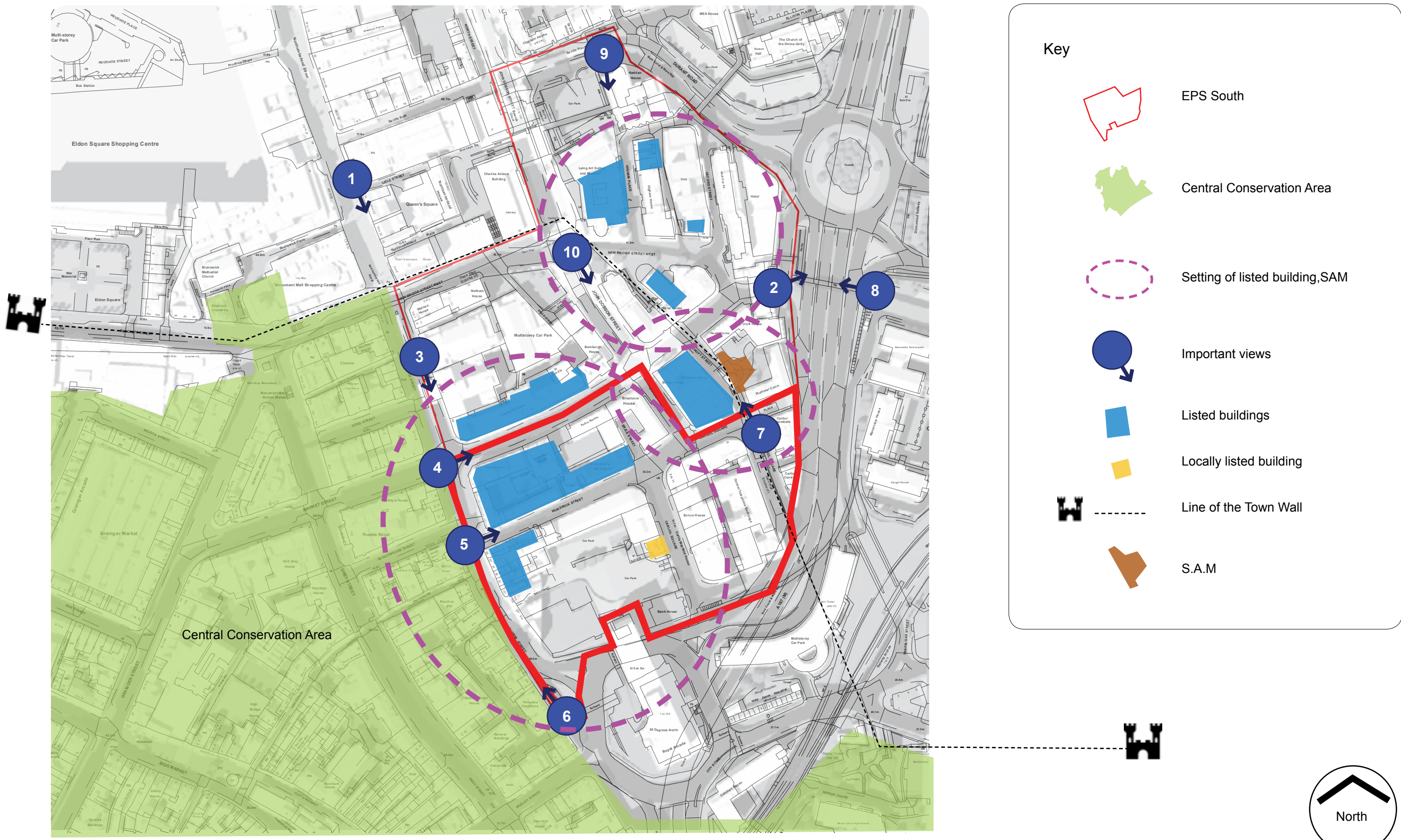
Historic Analysis

- Diagram highlighting the evolution of East Pilgrim Street. For further information on all historic buildings within EPS please refer to NCC Historic Environment Analysis (2007).



Historic Analysis

- Diagram showing important views and setting of the historic environment



Summary of listed buildings:

- 1
- John Dobson House – listed as Tiffany’s Club (West part), New Bridge Street (North side). Formerly listed as Oxford Galleries. Grade II* listed.**
The main building is one of equal proportions to Portland House (listed as Broadcasting House) and retains elements of the classical and Georgian style. As one of the earliest buildings constructed in this sub-area, it has a historical influence on the development of the street pattern, and is associated with a prominent historical figure. It makes a positive contribution to the townscape
- 2
- Laing Art Gallery, Higham Place (West side). Formerly listed in New Bridge Street. Grade II listed.**
The Laing is a building with strong architectural and aesthetic values, but also strong historical and social values. It provides a valuable civil function and is the preeminent building in this sub-area in terms of architecture. The modern extension is now the principal entrance to the building from the Blue Carpet. It makes a positive contribution to the townscape.
- 3
- 6, 7 and 8 Higham Place (East side). Grade II listed.**
The buildings, built by Richard Grainger, represent a good example of a late Georgian terraced townhouse group, with relatively unaltered facades and a typical sequence of later extensions to the rear. They make a positive contribution to the townscape, but this has been heavily affected by the imposition of the later Higham House building.
- 4
- Portland House, Listed as Broadcasting House, New Bridge Street (South side) Former Maternity Hospital. Grade II listed.**
The building represents a reasonable example of Late Georgian Tudor Revival architecture, and has a strong historical context locally, both as a former maternity hospital, and as a building by John Dobson. It makes a positive contribution to the townscape.
- 5
- Plummer House, Market Street East (South side). Grade II listed.**
Plummer House has a classical façade, thereby fitting in with the styles of the 19th Century buildings of Grey Street and Pilgrim Street. However, it is surrounded by modern buildings, placing it out of context. In addition, its construction would have removed earlier historical buildings and archaeological deposits, reducing its historical context. It makes a positive contribution to the townscape.
- 6
- Carliol House, Market Street East (North side). Grade II listed.**
Carliol House is a groundbreaking building, due to its size, its architectural style and use of Portland stone and other fine materials internally. In addition it retains elements of the classical styles, and makes references to the buildings of Grey Street to the west. It is taller than the surrounding 19th Century buildings, but makes a clear attempt to reflect the classical arrangements of the Grainger Town buildings, while making its own Art Deco statement. The Police Station also reflects the classical themes and its chamfered corner contrasts positively with the rounded turret of Carliol House. As the first of several 1920s30s large Art Deco-influenced buildings, it represents the beginning of a significant historical period in this sub-area of the City. It makes a positive contribution to the townscape.

Summary of listed buildings in EPS South

- 7
- Worswick Chambers 85-91 Pilgrim Street / 2-12 Worswick Street. Grade II listed.**
Worswick Chambers is of the same scale as its neighbouring buildings and incorporated elements of existing earlier buildings and burgage plots, giving it a strong historical context. Its main facades above street level are gothic and classically influenced, using red brick and sandstone detailing typical of the late 19th Century. Internally, it retains elements of 19th Century plasterwork, woodwork and iron balustrading, giving it high aesthetic values. However, the building is very dilapidated, with elements of structural instability and a large amount of rainwater ingress damage. Notwithstanding the poor condition of the building it still makes a positive contribution to the townscape.
- 8
- 93-101 Pilgrim Street Grade II listed.**
These buildings incorporate elements of existing earlier buildings and are aligned on the site of medieval burgage plots, giving them a strong historical context. They have an 18th Century rendered frontage and 19th Century shop fittings to the ground floor, similar to other terraced buildings on Pilgrim Street. They have suffered rainwater ingress damage and they are currently vacant and in poor condition. Notwithstanding their poor condition they still make a positive contribution to the townscape.
- 9
- Central Police Station and Magistrates Court, Pilgrim Street. Grade II listed.**
The main building is proportionate to the massing of Carliol House and retains elements of the classical and Art Deco styles. It is also clad in Portland stone, with granite dressings to the doorways, and elaborate decoration preserved internally. As such it forms part of the 1920s-30s architectural context of Pilgrim Street. The main building makes a positive contribution to the townscape.
- 10
- Fire Station, Pilgrim Street. Grade II listed.**
The main building is one of equal proportions to Carliol House and retains elements of the classical and Art Deco styles. It is also clad in Portland stone, with granite dressings to the doorways, and elaborate decoration preserved internally. As with the buildings above it forms part of the 1920s-30s architectural context of Pilgrim Street. It makes a architectural context of Pilgrim Street. It makes a positive contribution to the townscape.



11

St.Andrews Church - Parish church built c.1880 and attached presbytery built 1865 to designs Edward Welby Pugin. Stone with ashlar dressings and slate roofs.

12

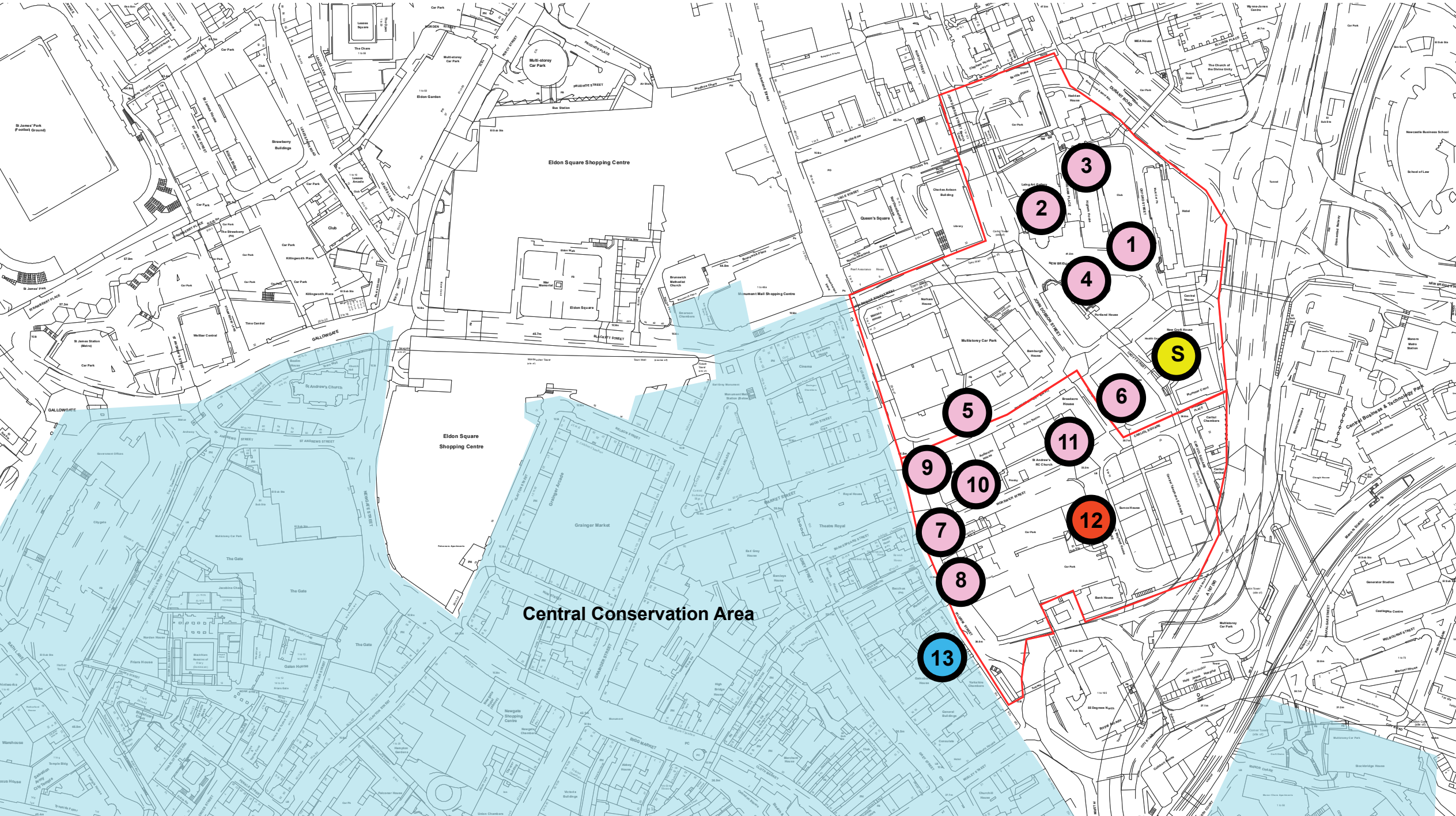
The Enigma Bar (former Wilders PH) is included on the Newcastle City Council Local List of Sites of Local Architectural or Historic Interest. The building's Statement of Significance describes it as ‘a building which adds character to Carliol Square’.

13

Alderman Fenwick’s House - Listed Grade.I

S

Plummer Tower - Scheduled Ancient Monument



Historic Environment Analysis

The presumption should be that any new development should retain the listed buildings, and respect and enhance their architectural and historic integrity, settings and context, and the fine grain historic character of the north and south area.



Phasing of Schemes - Facilitating an effective network

Newcastle City Council would like to restrict vehicles on Blackett Street in the medium term and remove buses in the longer term; continuing the benefits of Northumberland Street's traffic-free environment through this key retail location on to East Pilgrim Street. In order to achieve this aim, there are several changes that will need to be made to allow to the transport network to cope with the removal of this route. The reduction of through-traffic in the city centre is imperative to free up capacity on the road network for those travelling to, rather than through, the city. While all businesses, car parks and shops will still be accessible by private vehicle, the route taken to get to these may change. The implementation of bus priority measures will ensure that journey times for public transport and those travelling to destinations such as car parks will be improved. Upgrades to traffic signals technology will take place on all new transport schemes, providing better co-ordination between traffic lights and creating a smoother flow of traffic. The removal of this through-traffic from certain routes however could put pressure on surrounding roads, and this is something that is recognised. Consequently, the corridors making the up the proposed Bus Loop cannot be considered in isolation; surrounding junctions must also be updated to compliment the proposed improvements.

It will be this reliability around the Bus Loop that will open discussions around increasing pedestrian priority on Blackett Street, and potentially also the northern stretch of Pilgrim Street, and allow the Council to work with stakeholders to redevelop the city centre.

Although through-traffic will be reduced, access to car parks will still be retained. A recent Car Park Review was completed in the city to better understand whether car parking is sufficient, located appropriately and correctly priced and communicated to the public. The review highlighted that while the capacity was generally sufficient, tariffs and payment technology needed to improve, as did the availability of information and the quality of some existing car parks. Newcastle have started to act upon these recommendations, with investment in payment technology taking place in the two major car parks in the city.

Improvements Underway

The flagship, tree-lined John Dobson Street boulevard will transform the previous four-lane highway into a more pedestrian and cycle friendly zone. It will be the first stage of the Bus Loop to be implemented. The removal of through-traffic from John Dobson Street has already improved journey times for public transport through this part of the city and the two-way segregated cycleway forms a major part of the Great North Cycleway, connecting Newcastle to Gateshead and North Tyneside.



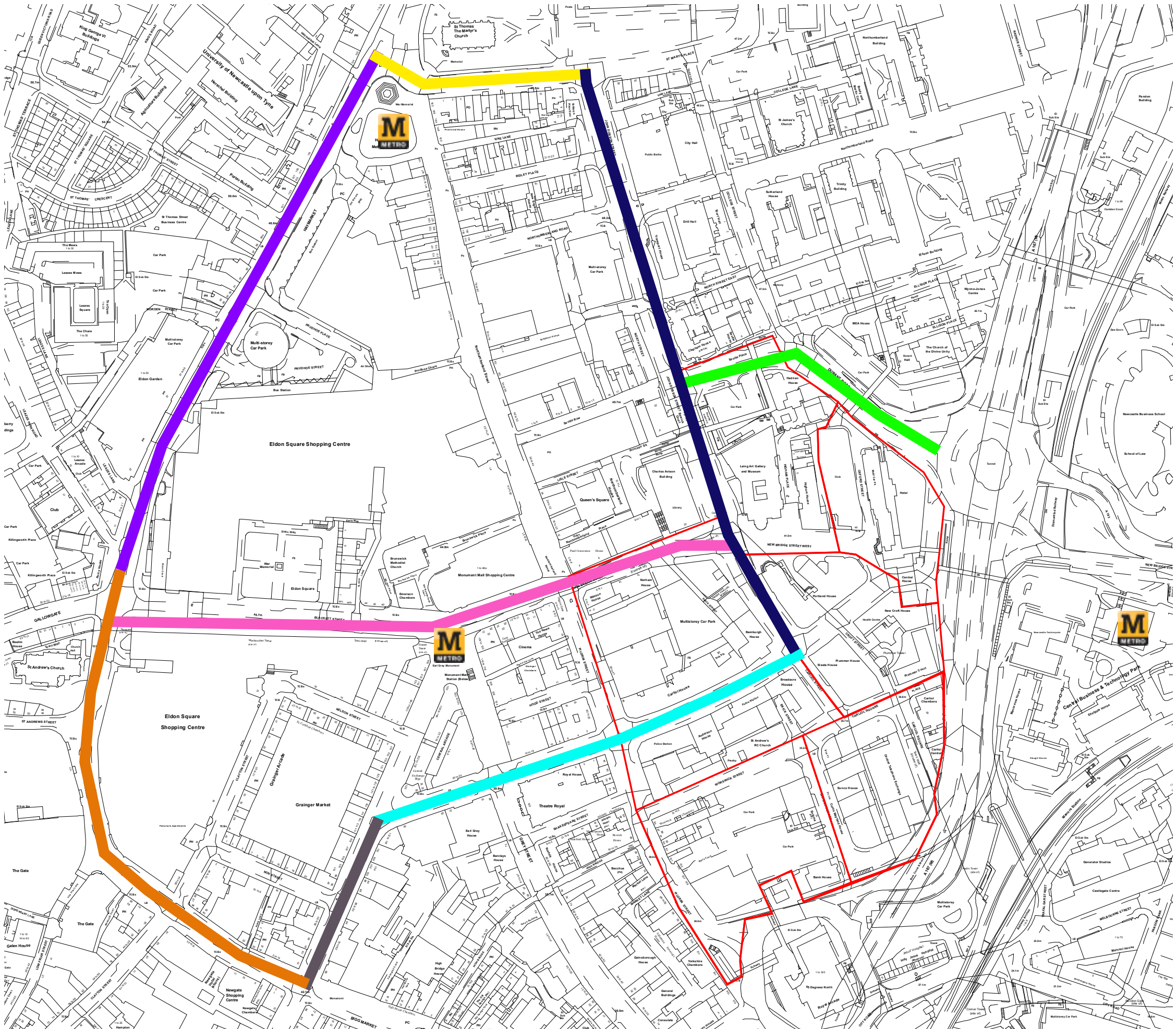
[Durant Road - provide good access to A167]



[John Dobson Street - currently undergoing improvements]

Transport Phasing

- Diagram showing long term phasing of transport improvements linked to East Pilgrim Street



Phase 1 – John Dobson Street. Completion 2016, funded by Cycle City Ambition fund.

Links to Durant Road improvements, including the provision of an at-grade pedestrian crossing and potential removal of the Durant Road footbridge.

Phase 2 – Percy Street / Barras Bridge. Part of City Centre North Package, funded by Cycle City Ambition fund and additional contributions. Expected trial intervention to commence early 2017. Requires links to Sandyford Road/ Osborne Road junction, Leazes Park Road and Leazes Lane improvements to accommodate relocated traffic.

Phase 3 – St Mary's Place. Part of City Centre North Package, funded by Cycle City Ambition fund. Improvements to follow Percy Street and Barras Bridge trial.

Phase 4 – Market Street. Initial improvements are proposed for Market Street and due to commence in 2017. Further improvements will be required to facilitate the bus loop and associated technology, in conjunction with bus operators (as stated in Core Plan), although no proposals are developed as yet. Evidence of improved reliability will be required so demonstrate improvements to bus operators. Timescales / funding unknown.

Phase 5 - Grainger Street. No designs developed for Grainger Street. Timescales / Funding Unknown

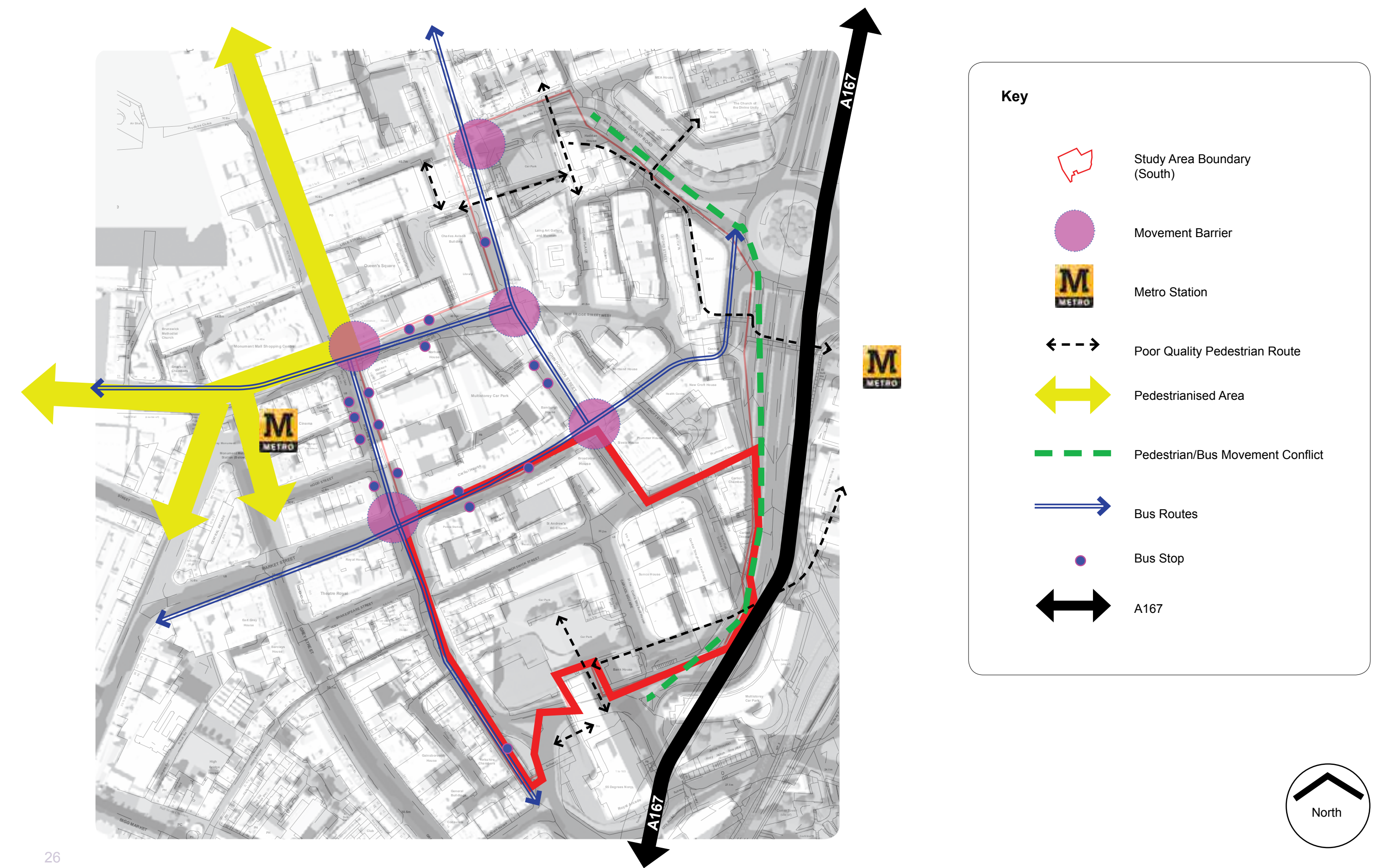
Phase 6 - No design proposals for Newgate Street. Timescales / Funding Unknown. Currently buses and taxis only, but significant taxi movement creates problems. Thought would need to be given to taxi provisions.

Phase 7 - Pedestrian priority on New Bridge Street / Blackett Street. Dependent on completion of bus loop and removal of through-traffic from key corridors.

Pilgrim Street pedestrian priority to follow, linking to removal of Commercial Union House.

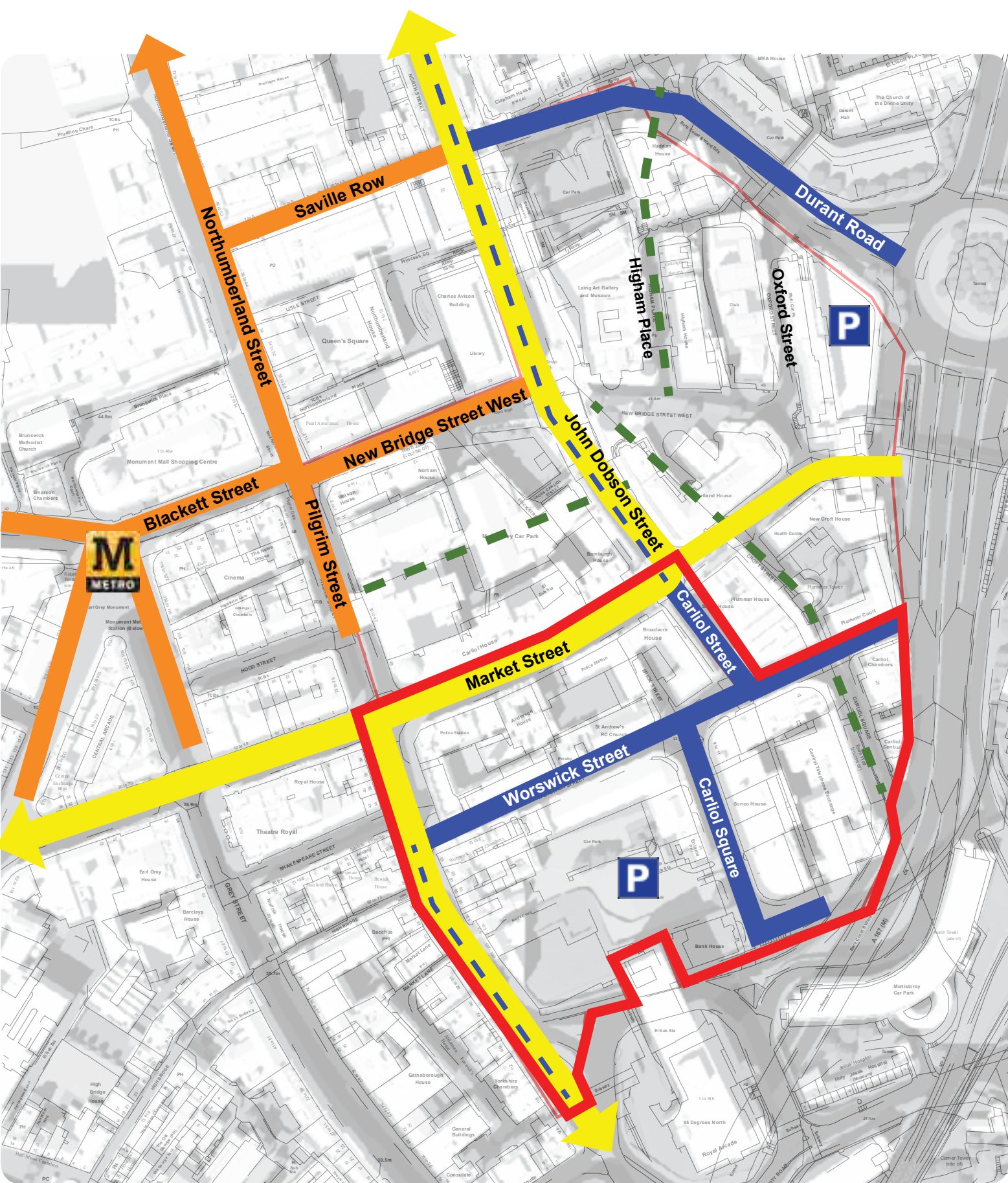
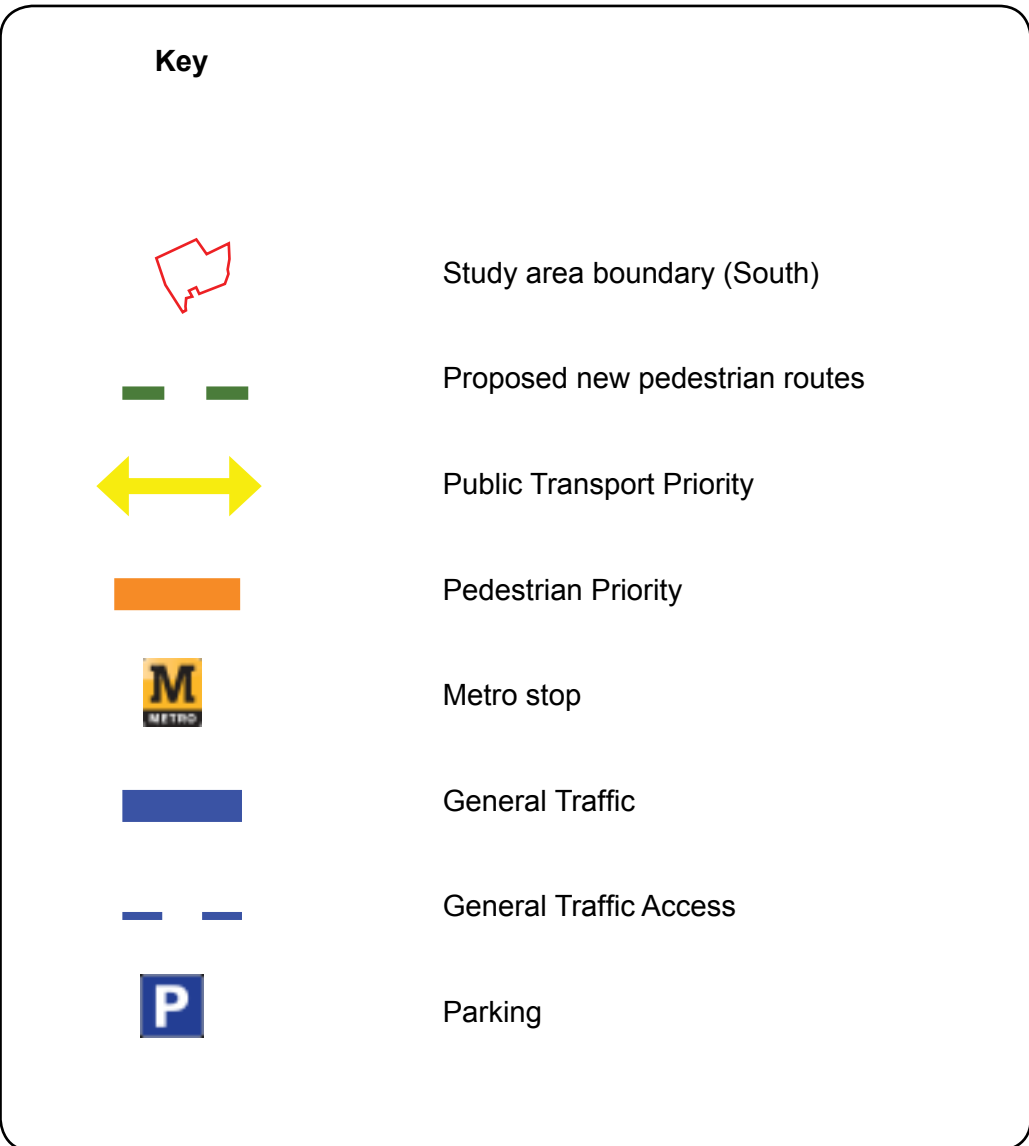
Movement Analysis

- Diagram showing key movement barriers and routes



Proposed Street Hierarchy

The following diagram outlines a proposed street hierarchy within EPS South area taking into consideration pedestrian movement, public transport, parking and general traffic.



What’s happening in the future?

As part of phase 1, improved footpaths, new cycle facilities and intelligent traffic signals will also be implemented on Durant Road, as well as a new junction layout integrating with John Dobson Street which will improve connectivity to the city centre from the current, traffic-centric dual carriageway. This work will also enhance the streetscape of the area and the available space for pedestrians and cyclists. The new at-grade crossing will provide an alternative crossing option to the dated elevated walkway. As referenced in the CSUCP, Newcastle will seek to remove walkways and subways where possible and provide on-street crossings.

Phase 2 of the Bus Loop will be St Mary’s Place and Percy Street and trial interventions are expected to commence in 2017.

The future phases of the Bus Loop will include Market Street, Grainger Street and Newgate Street, although there is some flexibility in the order in which these will be taken forward. The implementation of Bus Loop will enable the removal of buses on Blackett Street. Consideration must also be given to the relocation of bus stops, changes to service routes and existing bus facilities, all of which need to be addressed as part of the transport proposals for this Bus Loop. The Bus Loop and the redevelopment of the existing buildings will also enable the provision of additional public realm in the northern area of Pilgrim Street.

Market Street and Pilgrim Street will see the next section of improvements to the Great North Cycleway, linking the Tyne Bridge to John Dobson Street as part of a regional route from Blyth to Darlington. Again investment in this area will improve the existing streetscape and encourage more people to travel on foot and bicycle.

It is also recognised that the footprint of some areas within the East Pilgrim Street site will change with development, and that the transport network may need to reflect this. Consequently, Newcastle City Council anticipate that some changes could be made to existing highway alignments to better facilitate development options, although these would have to be established in partnership. As referenced in the CSUCP, Newcastle also has aspirations to remove walkways and subways and provide on-street crossings where possible. It is appreciated that the replacement of this infrastructure may take time to progress under legal requirements



[Market Street - next section of improvements to the Great North Cycleway link Tyne Bridge to John Dobson Street]



[Citywide improvements taking place across the city]

3

Chapter.3 Development Principles

- Development Principles
- Strategic Urban Design Diagram
- Illustrative Plan
- Site Specific Guidance
- Generic Urban Design Principles (North)
- Area.E
- Area.F
- Area.G
- Scale + Massing
- Planning Application Requirements
- Glossary

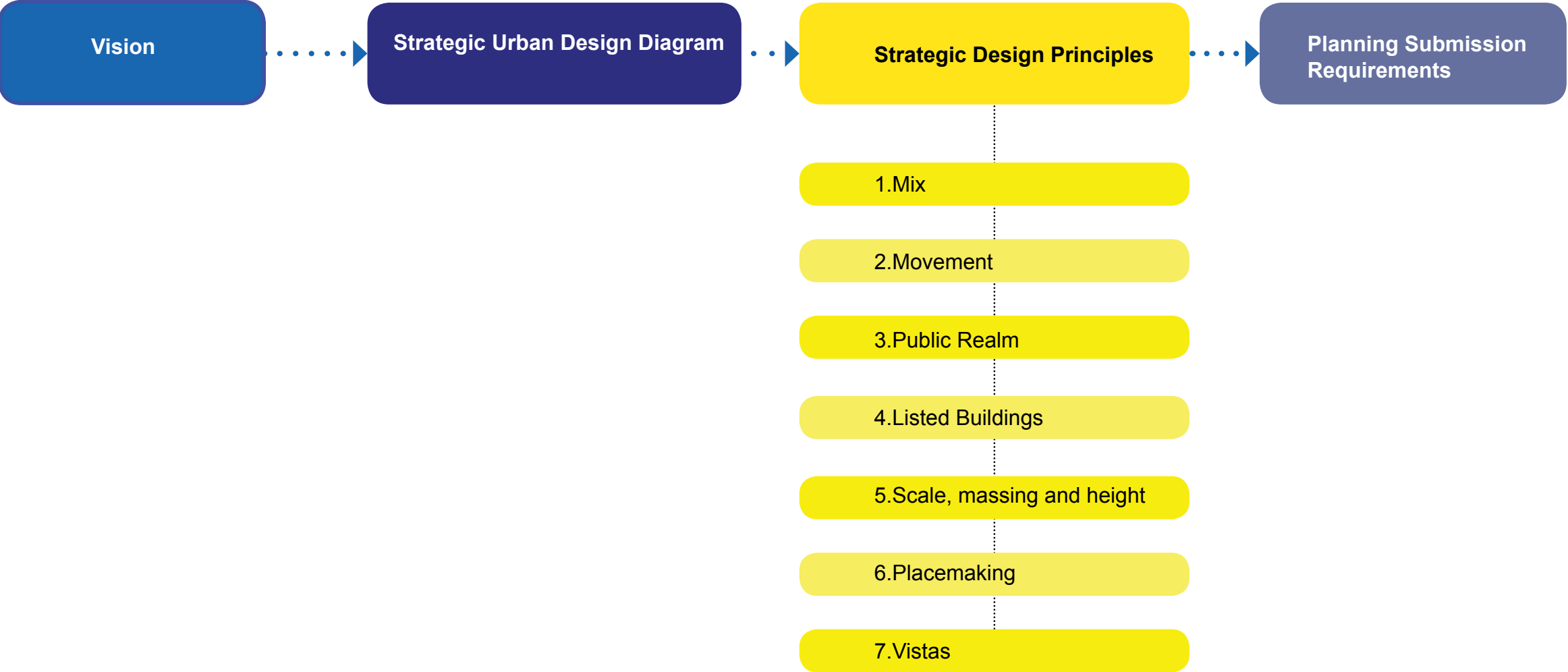
Development Principles

The vision for East Pilgrim Street includes a series of strategic urban design principles which are consistent with policy at a national and local level. Each principle promotes placemaking and sustainable development helping ensure a comprehensive approach across the area.

Concept diagrams and illustrations contained in this chapter demonstrate how the vision can be realised reflecting the strategic urban design principles for the area. They are one expression of how development could come forward and it will be key for proposed development to demonstrate how a comprehensive approach is taken forward towards each block.

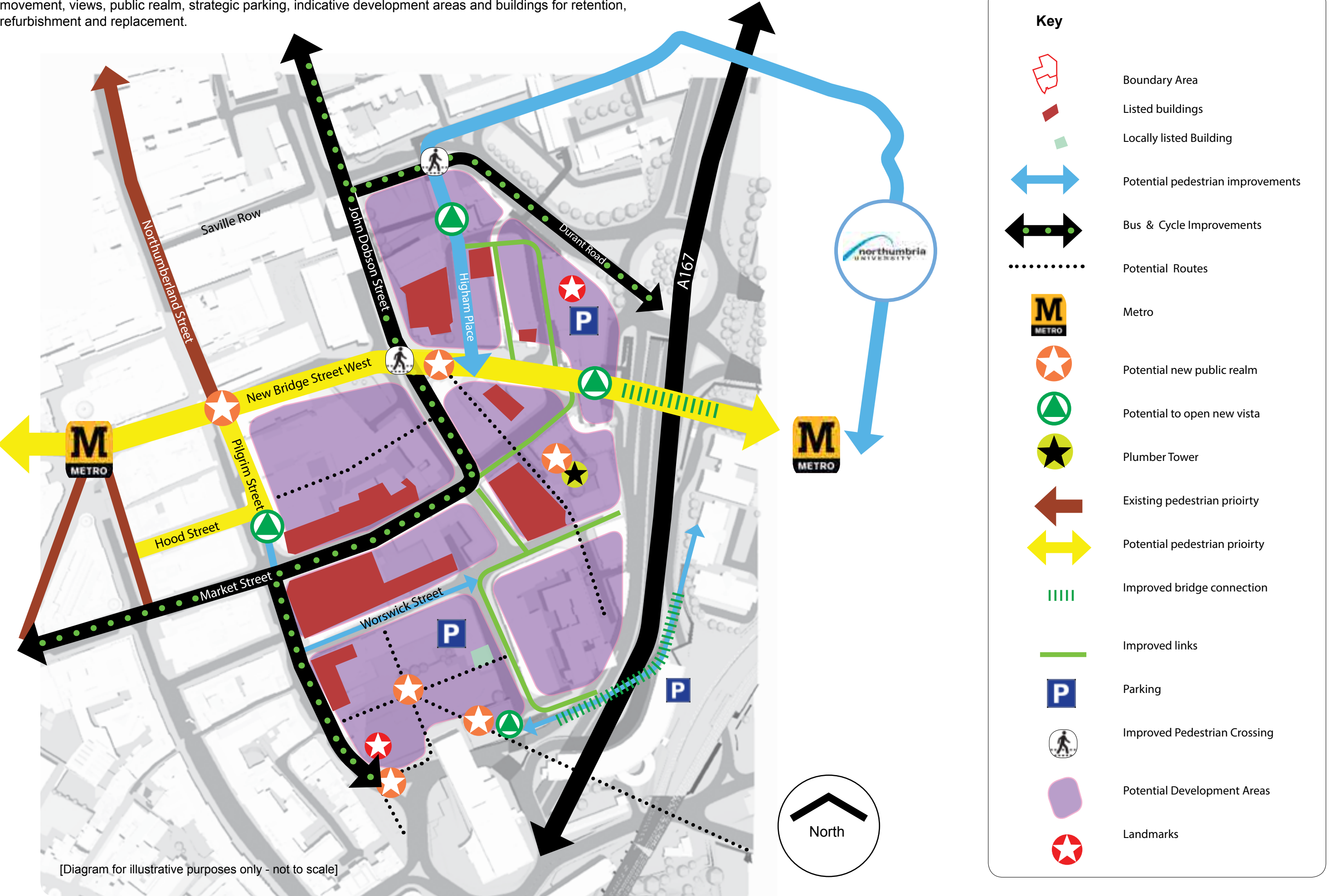
The following process diagram explains how the vision feeds into this Development Framework.

Development Framework Process Diagram



Strategic Urban Design Diagram

The following diagram highlights the strategic urban design principles for East Pilgrim Street. This includes key movement, views, public realm, strategic parking, indicative development areas and buildings for retention, refurbishment and replacement.












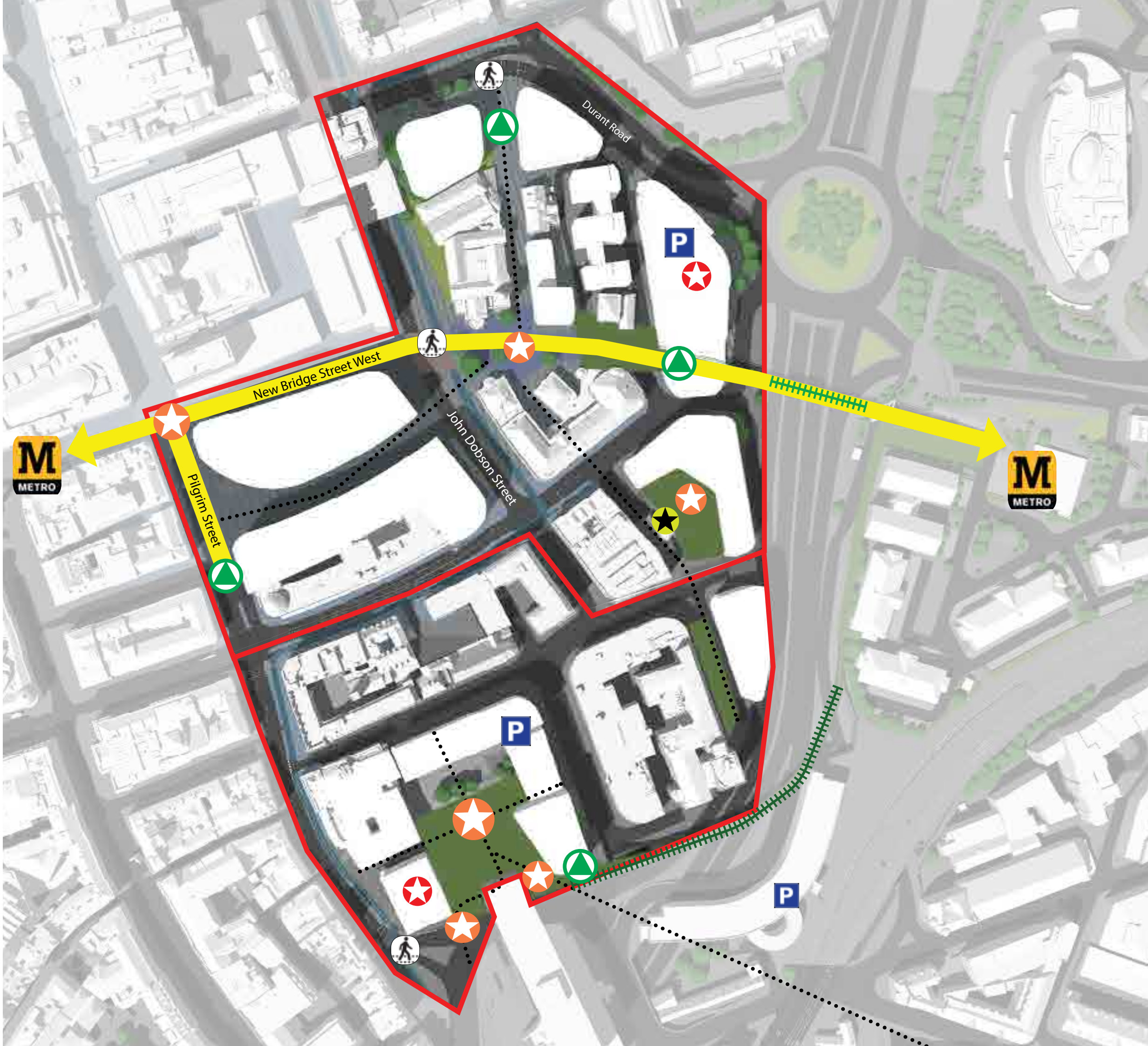
EPS [North+South]
- Illustrative Plan

The following diagram is for illustration purposes only.

This highlights one way the generic design principles for the area could be implemented.

Key

-  Parking
-  Metro
-  New vista created
-  Public Realm
-  Improved Pedestrian Crossing
-  Potential connection
-  Pedestrian Priority
-  Improved bridge connection
-  Landmark



EPS SOUTH KEY OUTPUTS:

- Market Street, Pilgrim Street improvements for bus, cycle and pedestrian movement.
- Opportunity for improved pedestrian connections creating direct, at grade, wide pedestrian connections across Pilgrim Street.
- Parking to be accomodated within development with other used wrapped around.
- Opportunity for existing buildings to be enhanced.
- Key vista opened up from bridge link to improve permeability and legibility.
- All listed buildings and SAM retained and setting enhanced.
- New public spaces to be provided and enhance pedestrian movement.
- Historic line of Town Wall to be reinstated and celebrated as part of a new street or as part of public realm.
- Potential for landmark building South of East Pilgrim Street.
- Parking to be accommodated within the development area.



The following diagram is for illustration purposes only

Site Specific Guidance (South Area)

Site Description

This is an area in transition located in a strategically prominent part of the city adjacent to the Central Conservation Area and Alderman Fenwick's House, a grade I listed building.

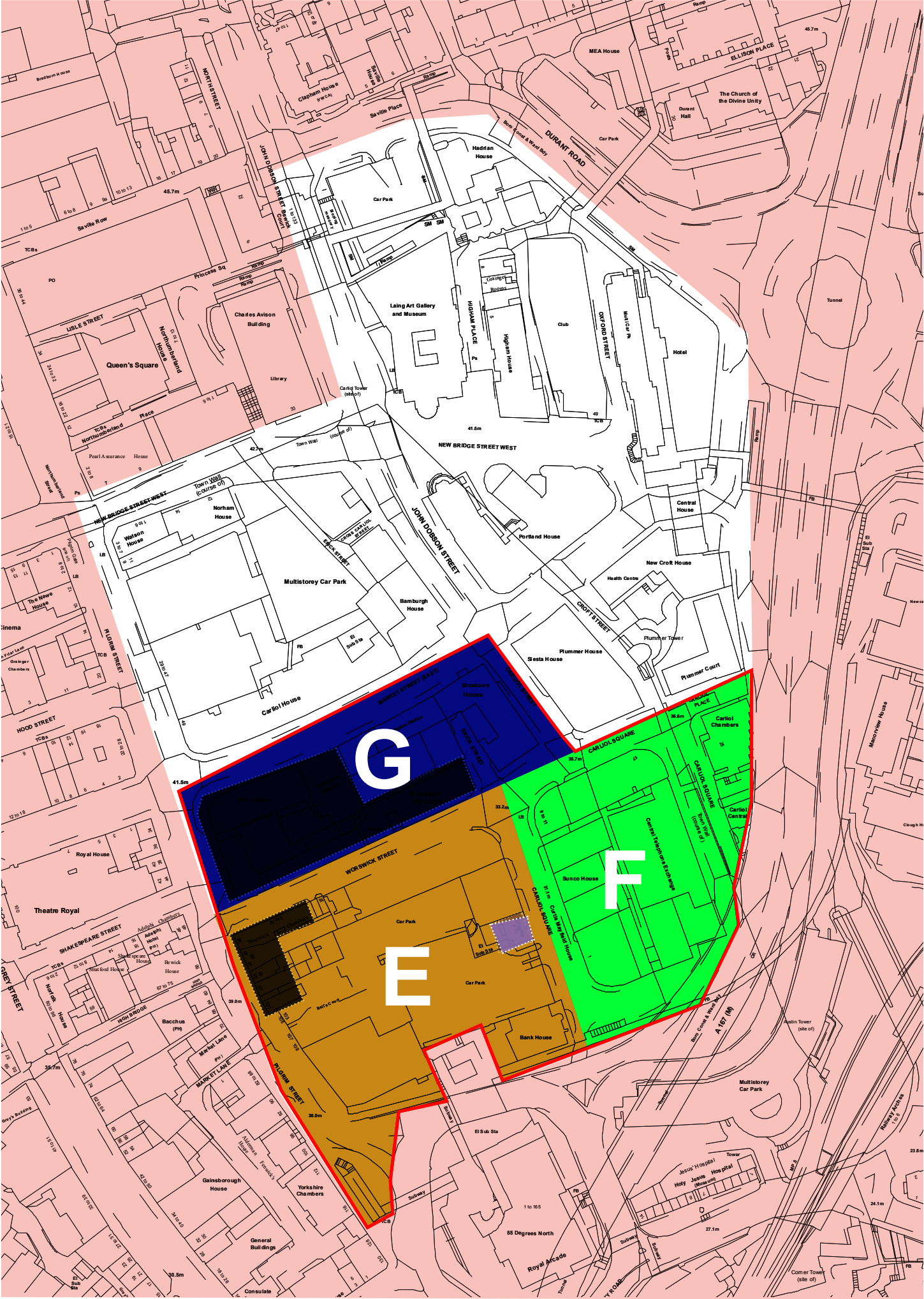
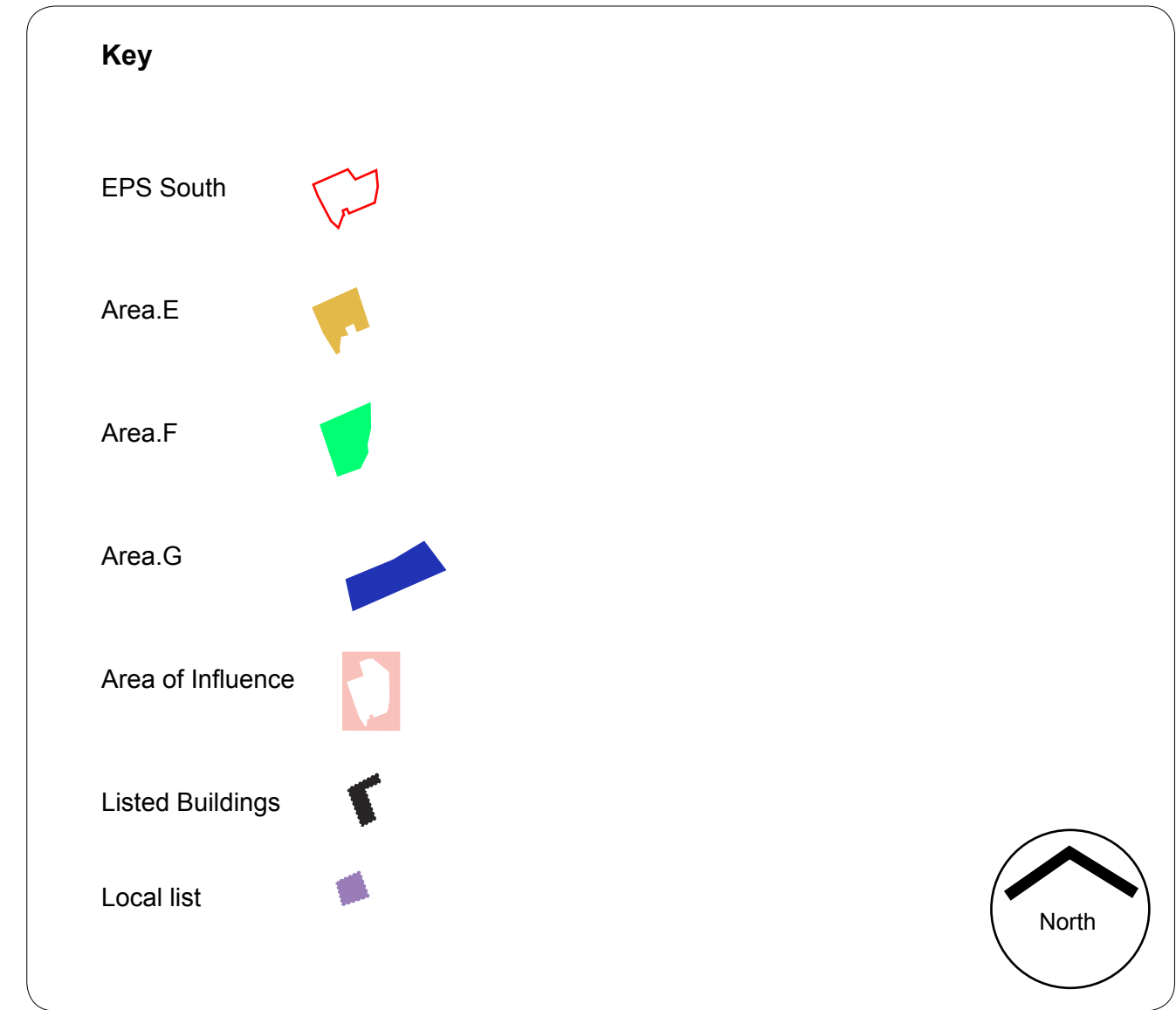
The area has been divided into 3 sub-areas. Each area needs to be planned together in a co-ordinated comprehensive manner.

There are a number of vacant or semi vacant buildings within the south area, many of which front Pilgrim Street. These include listed buildings such as the former Fire and Police Station, Worwick Chambers. The Magistrates Court is still located in the area and in the south next to Swan House are two clear sites the former Bank of England and Bank House site.

Swan House Roundabout to the south of the area has been refurbished as a residential block with leisure and offices at lower levels as well as a number of walkways and underpasses which serve to link the area with Manors multi-storey carpark, the Quayside and the Holy Jesus Hospital.

Area of Influence

An area of influence has been identified as part of this study. Whilst no detailed guidance has been provided for this this area any new development in the future will need to have significant regard for the key principles and objectives identified in this Development Framework.



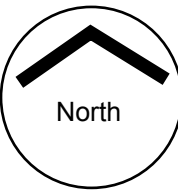
EPS [South Area] - Illustrative Plan

The following diagram is for illustration purposes only.

This highlights one way the generic design principles for the area could be implemented.

Key

- Parking
- Metro
- New vista created
- Public Realm
- Improved Pedestrian Crossing
- Potential connection
- Primary Pedestrian Route
- Improved bridge connection
- Landmark



Generic Design Principles (South)

The following guidance has been produced to reflect the vision for EPS South area ensuring a comprehensive approach for development within the area.

New development proposals should achieve the following:

1.MIX

Mixed-use consisting of Offices (B1), Residential (C3) Student Accommodation (C4) and Leisure (D2) as principal uses. Development will be planned and phased to include:

- A vertical mix of uses to help stimulate pedestrian activity at ground level and promote safer streets.
- Amenity space at roof level where possible creating new and exciting spaces and views of the city.

2.MOVEMENT

Reinforce and improve the street hierarchy within the city enhancing permeability and legibility at:

- Pilgrim Street
- Worswick Street
- Pilgrim Street to the Quayside requiring appropriate levels of car parking within the area.

3.PUBLIC REALM

Provide meaningful public realm creating a place which people of all ages can visit, sit and enjoy through:

A series of new spaces will be providedat:

- Carliol Square (New public realm within area.E)
- Pilgrim Square (Opportunity for new space at the bottom of Pilgrim Street)
- Plummer Tower/Town Wall (improve setting of S.A.M and reinstate the line of the town wall)
- New public realm providing high quality palette of materials and high quality street scene
- Active frontage provided along important streets to help encourage vibrant, safe and attractive streets.



4.LISTED BUILDINGS

New development in a close proximity to listed buildings should respect and relate to its surroundings taking into account architectural styles, scale, massing and height.

- New development will be of a high quality design using a sympathetic palette of materials and appropriate scale, massing and height.
- New development should be considered and assessed in the context of key views identified within will area to ensure they respect the setting of the listed buildings (see Vistas).

5.SCALE, MASSING AND HEIGHT

New development should carefully respond to the context of the existing area and its built form taking account of the setting of the conservation area and listed buildings.

- New development will be of an appropriate height taking into consideration the surrounding built environment.
- Potential exists for landmark buildings in key locations to assist with legibility.
- The Central Motorway edge will provide the opportunity for a strong outer edge where acoustic and daylight issues can be addressed.

6.PLACEMAKING

Create a vibrant, integrated place with its own identity through:

- Sustainable, high quality architecture which relates to its surroundings reflecting local distinctiveness and uniqueness.
- Ground floor uses which reinforce street scene and provide active frontage.

7.VISTAS

Improve key strategic views enhancing movement and wider connections across the city.

Key vistas include:

1. Worswick Street
2. Pilgrim Street
3. Market Street

These views will be tested further to help ensure the most appropriate height parameters are established.



Site Specific Guidance Area. E

Summary

Area.E is a highly visible site from key arrival points and movement corridors into and out of Newcastle including the Tyne Bridge, A167 and East Pilgrim Street itself, historically the principal medieval route and gateway into the city.

To the west of this area is the Central Conservation Area which includes Alderman Fenwick’s House, a Grade I listed building located directly opposite the former Bank of England site.

The area faces a number of design challenges including being tightly constrained by significant change in levels, its close relationship with 55 Degrees North and surrounding listed buildings such as Worswick chambers listed grade II.

The existing footbridge provides good links to Manors car park, railway and metro stop. This important connection is currently in poor condition and would benefit from major improvements.

For further information on all historic buildings within EPS please refer to NCC Historic Environment Analysis (2007).

Key constraints and opportunities:

- Listed buildings..
- Worswick Chambers, Magistrates Court, Police Station and former Fire station
- Proximity to Central Conservation Area and Alderman Fenwick’s House
- Strategic views of the city. Eg vistas from Tyne Bridge
- 55 Degrees North
- Pedestrian footbridge connecting to car park and Manors
- Public realm opportunity
- Opportunity for a new landmark building
- Archaeology
- Burgage plots
- Potential alterations to Swanhouse which could increase development site area.



[55 Degrees North]



[Former Bus Depot]



[View taken from the south of Pilgrim Street looking north. Central Conservation Area lining the west side of Pilgrim Street]



[Worswick Chambers, grade.II listed building]



[Alderman Fenwick’s House, grade.I listed building]



[South of Pilgrim Street looking towards All Saints Church and Tyne Bridge]



[Footbridge connecting Manors carpark and EPS south area]



[View looking north up Pilgrim Street]



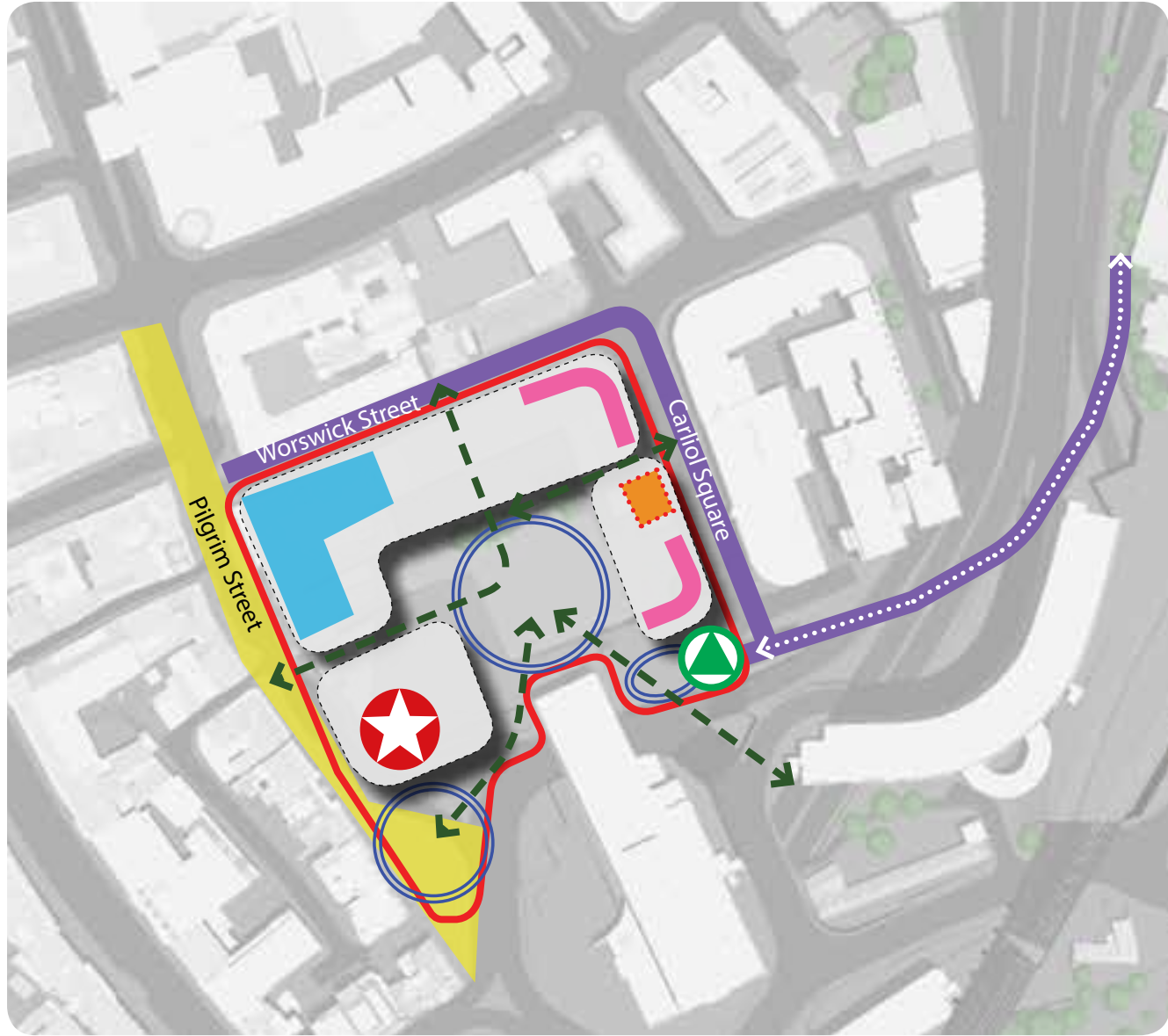
[Carlil Square including locally listed Enigma pub]



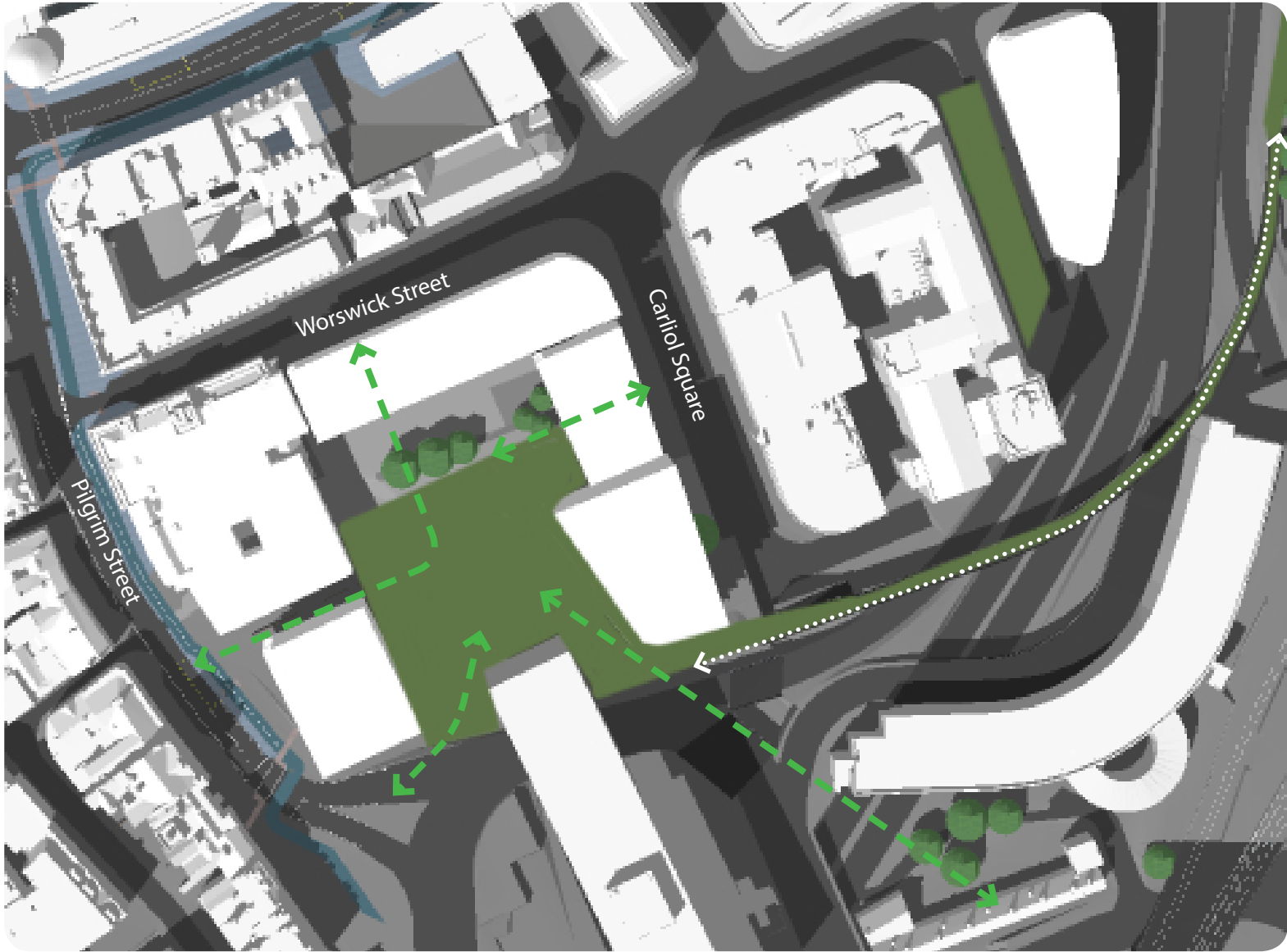
[Footbridge from Manors carpark towards EPS South]

Site Specific Guidance Area.E

- Concept diagrams highlighting how the generic urban design principles can be applied to site.E - Diagrams not to scale and are for illustrative purposes only



[Dia.E1 Highlighting opportunity for landmark building and public realm to the south of Pilgrim Street]



[Dia.D2 highlighting area guidance for area.E]

Key

Area.E

Listed Building retained

Local list

Potential connection to Worswick Street

Pedestrian improvements

Important corner/Active edge

Opportunity for new public space

Landmark building on key vista from Tyne Bridge

Indicative development plot

Pilgrim Street improvements

Create new vista

North

Site.E Strategic Design Principles

- Ground floor active frontage to be provided onto key pedestrian routes and spaces, in particular along Worswick Street and Pilgrim Street
- Opportunity for landmark building at the bottom of Pilgrim Street
- New meaningful public realm
- Improvements to Pilgrim Street
- High walkway improved across A167 connecting EPS south with Manors car park and east of the city
- Key vista opened up from Tyne Bridge to improve permeability and legibility
- All listed buildings and SAM retained and setting enhanced
- Enhance wider pedestrian links to Quayside



[Active ground floor uses spilling out onto street and animating public realm]



[Creating a destination - Manchester Piccadilly Square]



[Retrofitting existing transport infrastructure for pedestrian benefit - High Line, NYC]



[Concept diagram for illustrative purposes only - highlighting pedestrianisation of top of Pilgrim Street]

Site Specific Guidance Area. F

Summary

Sunco House and Central Telephone Exchange form the main part of the block within Carliol Square, it also contains a number of offices, residential with cafes at ground floor. The quality of this block is mixed with an attractive frontage on the east side however it also forms an unsightly office block partly projecting over the motorway.

The line of the Town Wall has been retained within the linear park fronting on Carliol Central and Carliol Chambers which sit on the outer edge along the A167 (M).

There is a change in levels across Carliol Square as it slopes down from the west along East Pilgrim Street towards the east. The site includes part of the pedestrian footbridge connecting to Manors multistorey carpark and wider connections to Manors metro and railway stop.

No listed buildings are contained within this area and there is scope for long term replacement and improvements to the existing buildings. New development shaped around the line of the town wall and existing street pattern.

There is an opportunity for public realm alongside new development to help reinforce the line of the Town Wall and improve forming outer edge of East Pilgrim Street study area.

For further information on all historic buildings within EPS please refer to NCC Historic Environment Analysis (2007).

Key constraints and opportunities:

- Proximity to A167
- Town Wall
- Burgage Plots
- Connections to quayside
- Subway underneath 55 Degrees
- Significant change in levels
- Pedestrian footbridge to be enhanced
- Opportunity for reclad/major improvements to building
- Significant change in levels
- Pedestrian footbridge to be enhanced
- Opportunity for reclad/ improvements to building



[Carliol Square]



[Manors car park]



[View from the east looking across A167 toward East Pilgrim Street area]



[Attractive frontage onto small linear green space along line of town wall]



[Carliol Square looking towards Worswick Street]



[Close proximity to Manors rail stop and carpark]



[Footbridge across the A167 highlighting buildings contained with area.F]



[Carliol Exchange]



[Carliol Square and locally listed Enigma pub]



[Pedestrian experience from Manors carpark to East pilgrim Street South with 55 Degrees North as the dominant landmark building]

Site Specific Guidance Area.F

- Concept diagrams highlighting how the generic urban design principles can be applied to site.F - Diagrams not to scale and are for illustration purposes only



[Dia.F1 Highlighting opportunity to improve setting of Scheduled Ancient Monument Plummer Tower]



[Dia.F2 highlighting pedestrian route connecting running along Town Wall alignment]

Key

- Area.F
- Improve pedestrian connections
- Potential connection
- Opportunity for landmark building
- New public space
- Improve existing public space
- Indicative development plots
- Opportunity to enhance prominent edge

Site.F Strategic Design Principles

- Ground floor active uses should be provided supporting all key pedestrian routes. in particular along Carlol Square and Worswick Street.
- Opportunity for landmark building along A167
- New public realm
- High walkway improved
- Key vista to improve permeability and legibility
- New public spaces to be provided
- Historic line of Town Wall to be reinstated and celebrated as part of a new street or as part of public realm
- Potential for improvements to external facade of existing block in Carlol Sqaure



[Active ground floor uses spilling out onto street and animating public realm]



[Development providing active frontage onto a new space respecting the line of the town wall]



[Linear space accommodating cycling]



[Active ground floor uses]



[Public realm and lighting]



[Opportunity to transform existing infrastructure such as footbridge - High Line, NYC]

Site Specific Guidance Area. G

Summary

Area.G is one of the smallest blocks within the EPS study area however it is also one of the most important. The area includes grade II listed Fire station and St.Andrews Church.

It is an area surrounded by key historic streets including Market Street, Worswick Street, Carliol Street and Pilgrim Street.

The listed buildings here make a significant contribution to the area and streetscape quality however parking and access to the fire station in particular have resulted in poor quality pavement along the east side of Pilgrim Street.

For further information on all historic buildings within EPS please refer to NCC Historic Environment Analysis (2007).

Key constraints and opportunities:

- Relationship of future new development with existing listed buildings.
- Worswick Chambers
- Opportunity to improve setting of St.Andrews Church
- Proximity to Central Conservation Area
- Opportunity for new courtyard space around fire tower
- Change in levels
- Surface water



[Magistrates Court]



[Pilgrim Street looking towards Commerical Union House]



[Fire station along Pilgrim Street]



[Pilgrim Street]



[Worswick Street]



[St.Andrews Church]



[Market Street]



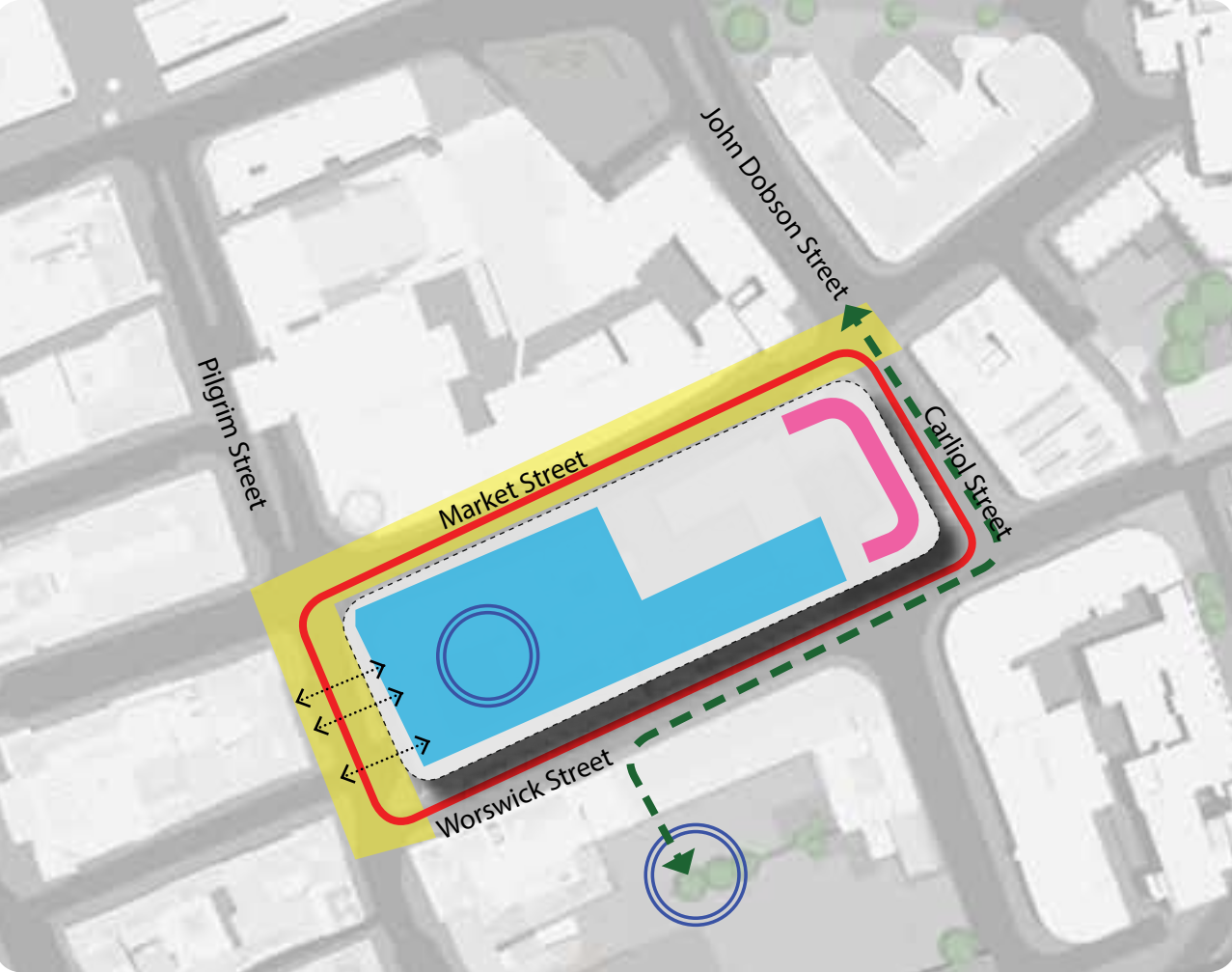
[View looking north up John Dobson Street]



[Worswick Street looking east along towards Carliol Square]

Site Specific Guidance Area.G

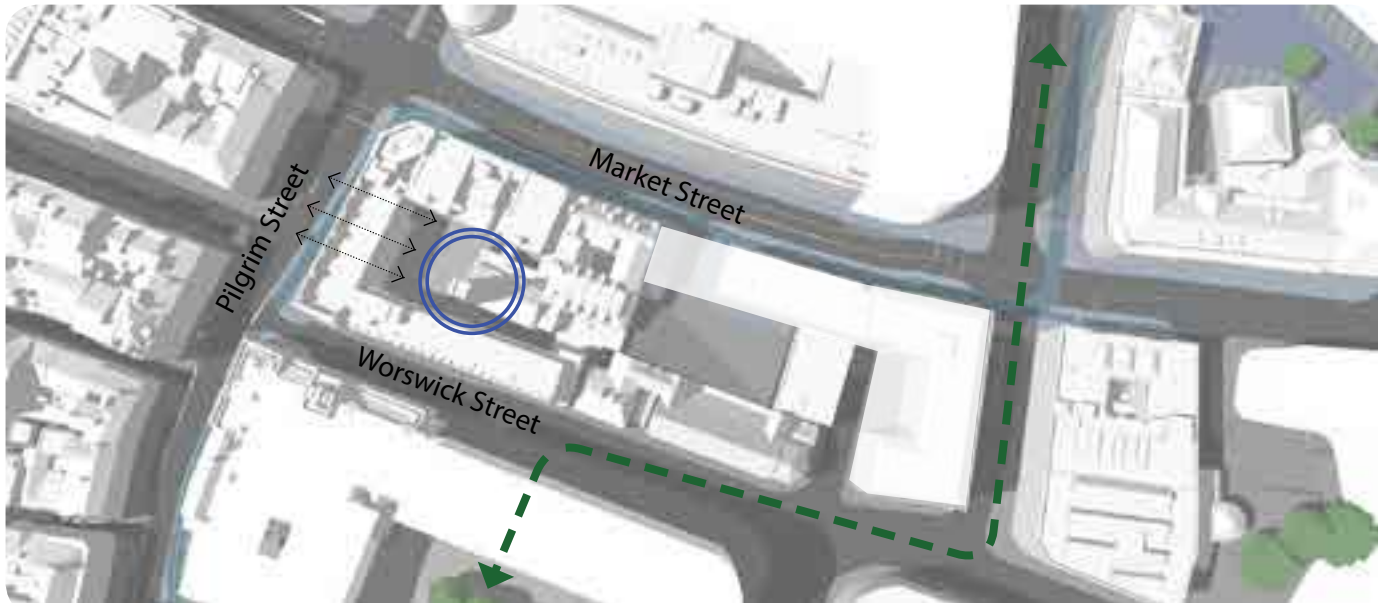
- Concept diagrams highlighting how the generic urban design principles can be applied to site.G - Diagrams not to scale and are for illustration purposes only



[Dia.G1 Highlighting opportunity to improve setting of Scheduled Ancient Monument Plummer Tower]



[View along Market Street with proposed cycle and pedestrian improvements]



[Opportunity for new connections to courtyard and development to front onto Market Street and Carlol Street]

Site.G Strategic Design Principles

- Ground floor active frontage supporting all key pedestrian routes in particular along Market Street, Worrick Street, Carlol Street and Pilgrim Street.
- Potential for new public courtyard space to be created around fire tower
- Key vista opened up from Tyne Bridge to improve permeability and legibility
- All listed buildings and SAM retained and setting enhanced
- Opportunity for improved pedestrian connections south.



[An example of public realm+transport improvements]



[Setting of listed building enhanced by public space]



[Old and new - building in context using a high quality palette of materials]



[Mix of uses within a courtyard creating a vibrant place]



[Active ground floor uses spilling out onto street and animating public realm]

Key

- Area.G
- Listed Building retained
- Potential new pedestrian route
- Opportunity to provide connection to a potential courtyard.
- New public courtyard space
- Active edge
- Potential for pedestrian and bus improvements



Scale and Massing

[Diagram illustrating how potential future development could work in the south area - all drawings are for illustrative purposes only]

Scale – massing

Scale and massing of development impacts on the character of a place, its diversity and adaptability. With the exception of 55 Degrees North EPS (South) is characterised by medium to large scale buildings shaped around historic streets.

To appropriately relate to this fine grain of development and offer adaptability for future requirements and uses, larger development sites should be subdivided where appropriate into smaller comprehensively approached independent development plots and massing should be broken up to avoid reading as large monolithic blocks.

Facades should establish a rhythm of vertical subdivision which breaks the uniformity of larger elevations.

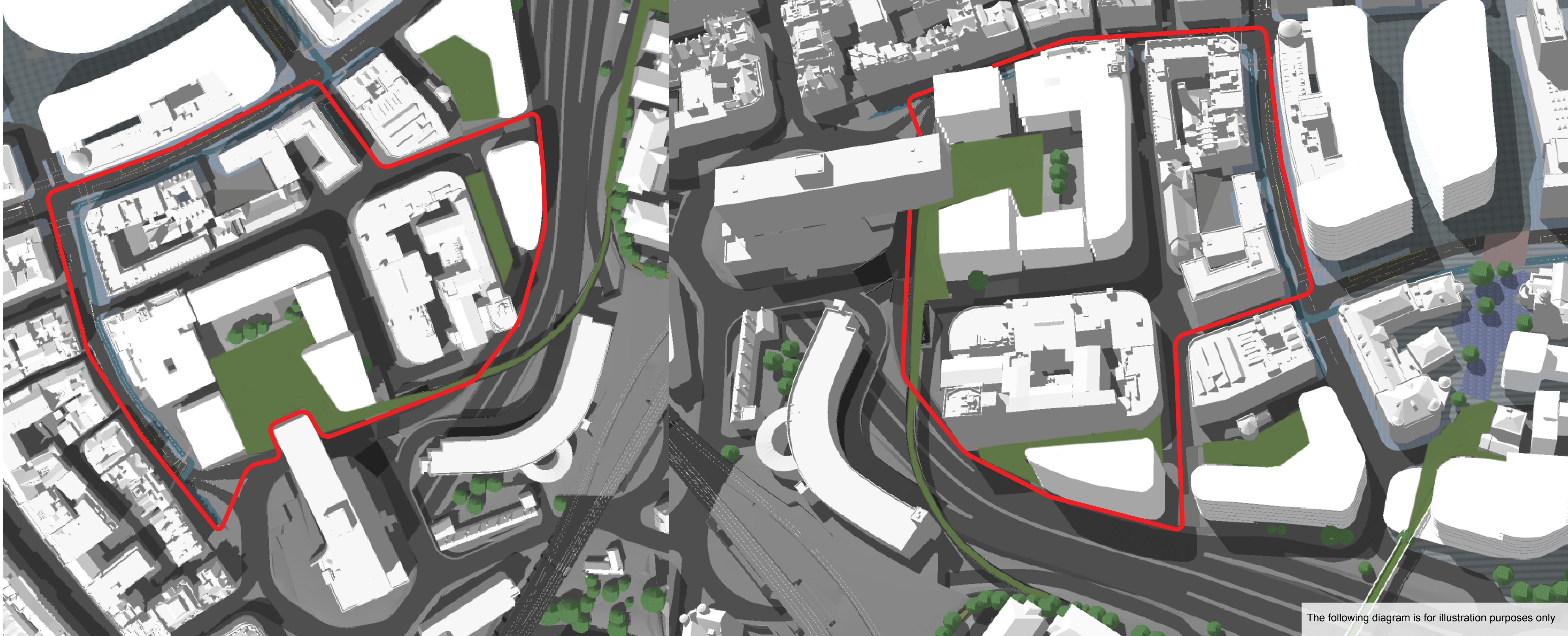
Developments as part of a street block may share the same basement, undercroft parking or servicing facilities, including communal spaces above, but otherwise should be distinct buildings with varying architecture which improve the setting of the historic environment.

Scale – heights

The height and massing of a development are important determinants of the character of a place – they therefore need to respond to the existing context, the land uses proposed and the desired future image.

Special developments such as corner blocks and landmark developments may be suitable for increases in height to assist with views, legibility and permeability.

Detailed heights have not been specified and will be dealt with on a site by site basis.



Planning Submission Requirements (South)

Once approved the East Pilgrim Street Development Frameworks will form part of the Council's adopted planning guidance and will be a material consideration for all applications in the area. The Development Frameworks promote comprehensive development across the East Pilgrim Street area and applicants wishing to submit a planning application for development within the area will need to develop a scheme in sufficient detail to enable a full planning application to be submitted.

Development plots are set out and applications will need to demonstrate that the principles in the guidance have been complied with showing how a comprehensive approach has been taken to the blocks within the South area (E,F and G) and where applicable the North area (A, B, C and D) as defined in this guidance.

If a departure from the principles in the guidance is proposed this will need to be justified and there will need to be a clear demonstration of how the block has been fully considered so that the Council can understand how phased development of the block can come forward together with communal requirements of that block such as open space, public realm, pedestrian routes, connections and car parking.

Contributions towards key infrastructure improvements in the area and communal areas in the blocks (E, F and G) will be required. Our Community Infrastructure Levy Draft Regulation123 list sets out the proposed CIL funded infrastructure projects whilst developer contributions will also be sought through planning obligations.

Any planning application submission must include written and illustrative supporting information which will provide the evidential base and underlying policy justification for the chosen uses and proposed built form of development.

Design and Access Statement

Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.

Applicants will need to prepare a Design and Access Statement accompanying applications for planning permission and applications for listed building consent.

The Design and Access Statement will provide a framework for applicants to explain how the proposed development has responded to the Development Framework and is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

The level of detail in a Design and Access Statement should be proportionate to the complexity of the application.

Listed below is a summary of the suggested structure for the supporting information:

- **Background information** - Applicant, agents and contact details. This section could include the client brief(s) for the potential development site, where they exist. This should include the written instruction and/or verbal instructions for the design approach to address building, space and access design.

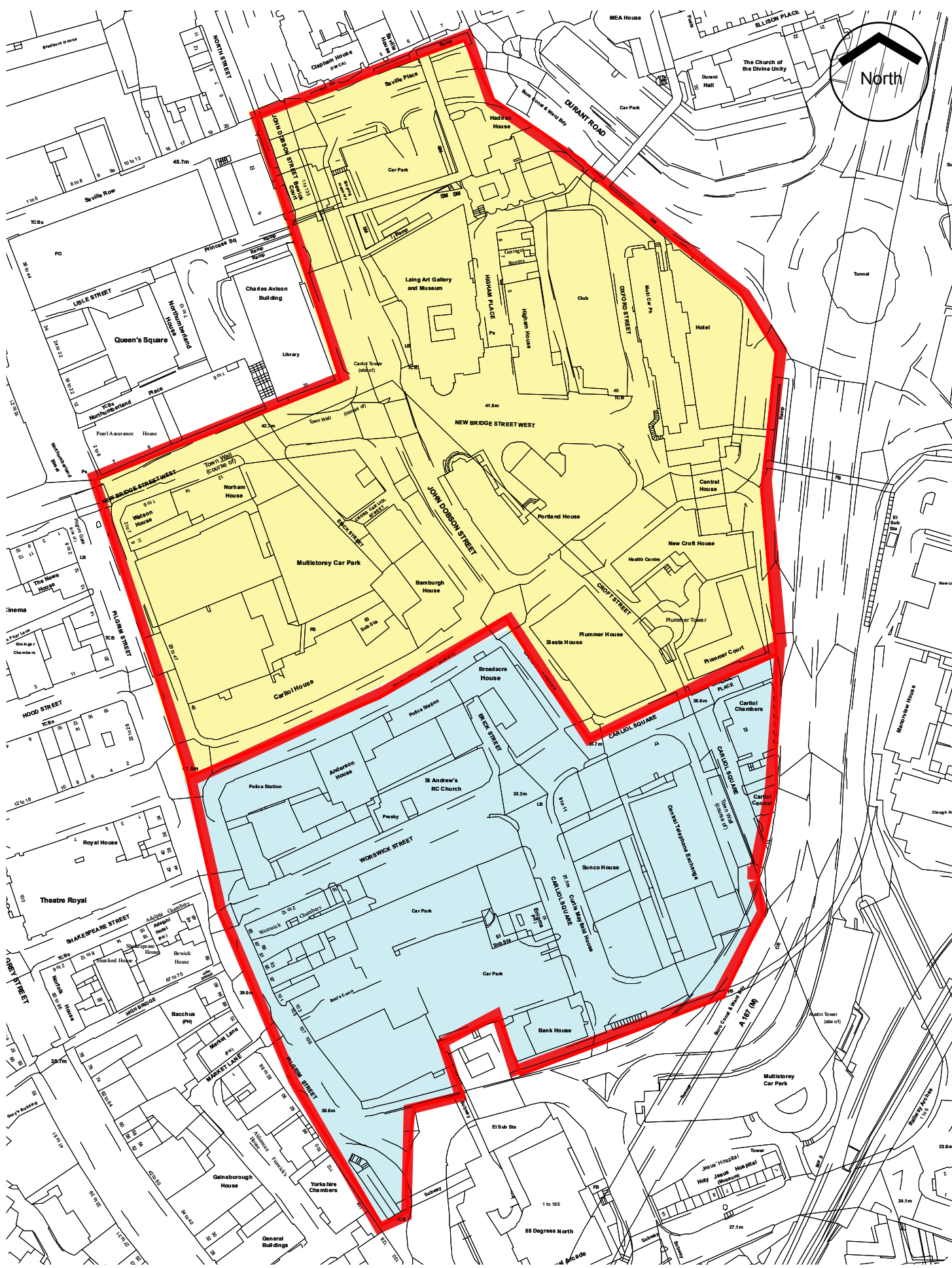
- **Site Details** - Current site ownership boundaries, ownership of adjacent sites where known and areas of adopted highway within and adjacent to the application site. Location plan with proposed development located within wider geographical context. History of site if known.

- **Site Analysis** - Site topography, character appraisal, orientation, photographic survey of site, constraints and opportunities and any supporting concept drawings.

- **Design Principles** - A written statement setting out how the proposal has responded to the design guidance set out in this Development Framework.

- **Implementation** – A full description of how the development will be delivered and has regard to the surrounding blocks contained within the South area (E, F and G) and where applicable with an adjoining boundary to the North area (A, B, C and D). The Council will prepare a public realm and infrastructure strategy to set out requirements and support the development of East Pilgrim Street.

- **Phasing** – Details of approach to phasing including anticipated timescales for the whole block will be required. Applicants will need to demonstrate how comprehensive development can be achieved and avoid prejudicing future development of the area.



[Map.1 Showing East Pilgrim Street North and South areas]



The context for the schemes should be set out within the policy framework at a number of policy levels including [1] national guidance and suggested best practice; [2] Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030.

Development proposals will need to demonstrate how they have responded to context:

- Including topography, built form and potential effect on the skyline.

Historic Environment

Ensuring that the proposals conserve or enhance:

- Scheduled Ancient Monuments and their settings.
- Listed buildings and their settings.
- Conservation areas and their settings.
- Archaeology.
- Historic parks and gardens, landscapes and their settings
- Other open spaces, including rivers, their settings / views from them.
- Important views and visual impact analysis

Relationship to Transport Infrastructure - Particularly public transport provision. Considering existing capacity, quality of links between site and transport and feasibility of making improvements.

Architectural Quality - Including its scale, form and massing, silhouette, facing materials as well as relationship to other structures.

Contribution to Public Spaces and Facilities - Both internal and external spaces and facilities within the area, including the provision of a mix of uses, especially at ground floor level. The development should interact and contribute positively to its surroundings at street level, it should contribute to diversity, vitality, social engagement and the 'sense of place'.

Environmental Considerations - Its effect on microclimate, local ecology, overshadowing, night time appearance, vehicle movements as well as the environment for those in the vicinity of the building.

Permeability - The contribution made to the permeability of a site and the wider area, opportunities for improved links on foot and, where appropriate opening or closing of views to improve legibility of townscape.

Function and Fitness for Purpose - The provision of a high quality environment for those who use the building(s).

Highway Works

The scheme will require detailed Planning Permission, including approval of any reserved matters relating to the works to be offered for adoption.

Works relating to this development will normally be adopted by Agreement under Section 38 or Section 278 of the Highways Act, 1980. This requires the Developer to enter into a Legal Agreement with the Highway Authority. The developer will have to prove Title to the land that will, within the Agreement, be dedicated as Public Highway. The developer will also have to submit a plan showing areas to be conveyed to individual properties (Minimum 1:500 scale). The developer will have to submit a plan showing proposed off-site highway works (Section 278 works). (Minimum 1:500 scale). Any scheme which requires a Section 278 Agreement will require an independent Stage 1 Safety Audit in accordance with HD 19/03.

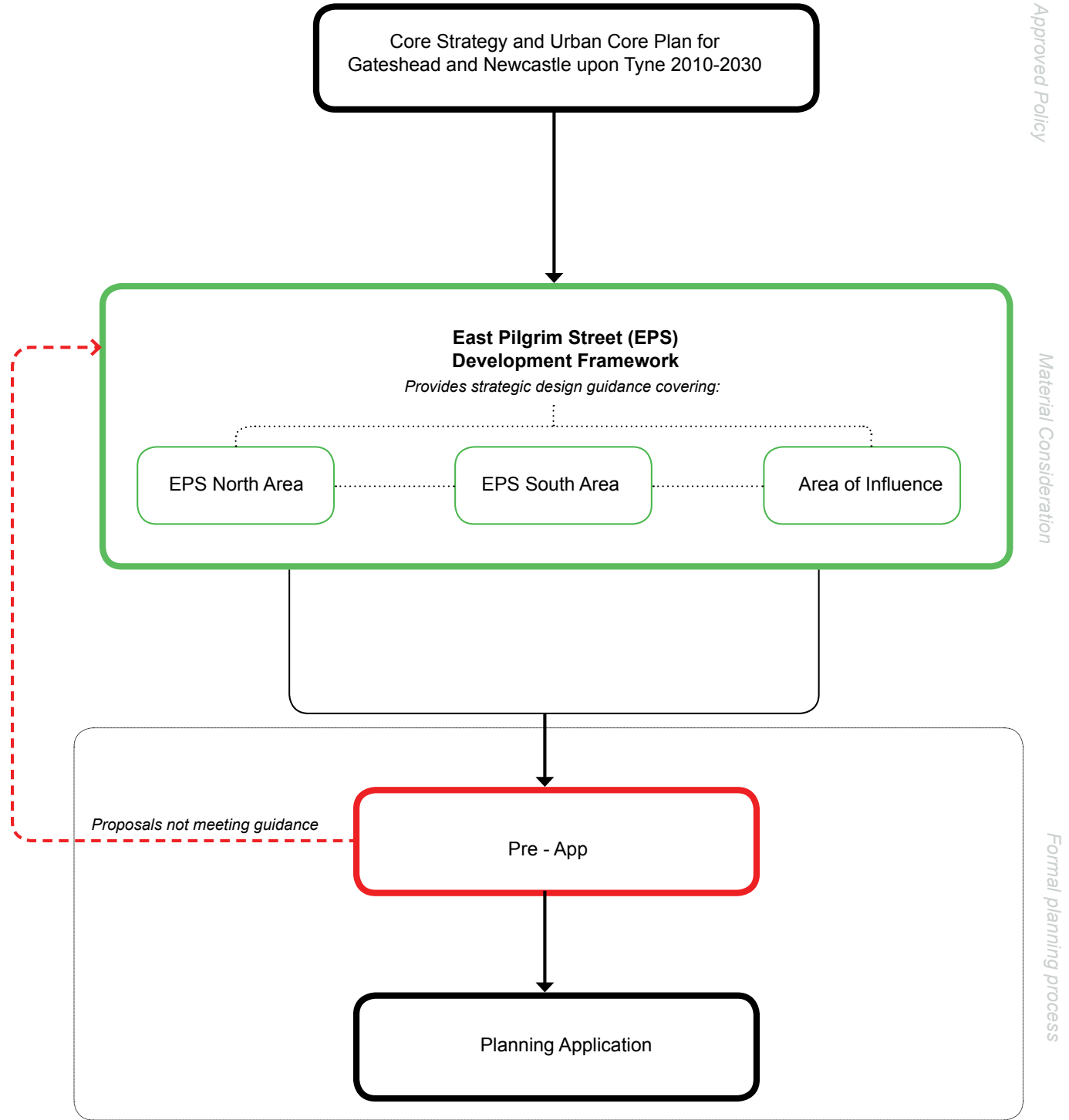
A Stage 1 Safety Audit should be submitted with the planning application. Where relevant, Safety Audits should include an assessment of the likely level of risk. Subsequent Stage 2, 3 and 4 may also be necessary.

Surface Water Management

Newcastle City Council as the Lead Local Flood Authority are a statutory consultee in relation to surface water management on all major planning applications and any development that may affect flooding, a watercourse or waterbody. All developments which have the potential to impact upon surface water runoff, groundwater and watercourses are advised to seek pre-application advice.

The developer will have to provide evidence of the right or consent to discharge surface water from the proposed highway to an existing public sewer, proposed public sewer or watercourse. The developer will have to incorporate the use of SUDs within the design, with further details of maintenance and their associated costs. The developer will have to provide details of all easements that may be necessary for the development within the areas to be adopted as highway.

Developers should be aware of National and Local guidance and the process and service they can expect from the LLFA in dealing with their application.



[Diagram highlighting design process]

GLOSSARY

A

Active Frontage: This relates to the ground floor of buildings where they front onto a street. An active frontage is one that makes the street feel more lively and inviting such as shop windows, cafes, restaurants, showrooms, services and offices with large windows.

B

Burgage Plot - A plot of land longer than it is wide which can include structures on it. They are typical of medieval towns.

Background Buildings: This guide makes a distinction between foreground and background buildings. Background buildings make up the vast majority of buildings in the city centre. These are the buildings subject to the rules set out in this guide.

C

Building line: The primary front face of buildings along a street. Where all of the buildings share a common building line (which can be curved) there is continuous enclosure along the street.

Conservation Areas: Areas of special architectural or historic interest designated by the council in order to protect and enhance their appearance. Within these areas the council has extra controls over demolition, minor developments and work to trees. This means that conservation area consent as well as planning consent is required for new development involving demolition.

D

Densities: This relates to the intensity of development. Residential densities are normally measured as the number of units or bedspaces per hectare.

E

Enclosure ratio: This is a measure of the profile of the street. It relates the height of the buildings to the width of the street.

Eyes on the street: This term refers to there being windows overlooking streets to make them feel supervised and safe. This is best when the windows are from residential or office accommodation.

F

Fifth Elevation: Most buildings have up to four elevations – referring to the main faces or facades of the building. The fifth elevation refers to the roof and is important where key views look down onto the structure.

Figure Ground: a two-dimensional map of an urban space that shows the relationship between built and unbuilt space.

Form: Form and shape are areas or masses which define objects in space. Form and shape imply space; indeed they cannot exist without space. Form and shape can also be described as either organic or geometric. Two dimensional form has width and height. It can also create the illusion of three dimension objects. Three dimensional shape has depth as well as width and height.

Footprint: This refers to the shape of the building where it touches the ground.

Foreground Buildings: The design guide provides for special buildings that can be exempt from its rules. These will tend to be public buildings, of the highest architectural quality and will need to be agreed in advance by the planning authority.

G

Green Infrastructure: Green infrastructure is defined by Natural England as a network of protected sites, nature reserves, green spaces and greenways that provides for habitats, wildlife, recreational and cultural experiences, mlflood protection and microclimate control.

M

Listed Building - A listed building is one included in a list compiled or approved by the Secretary of State and includes 'any object or structure fixed to the building' and 'any object or structure within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1 July 1948'.

Listed Building Grades - Historic buildings listed by the Secretary of State under section 1 of the 1990 Planning (Listed Buildings and Conservation Areas) Act are placed in one of three grades to give an indication of their relative importance.

I Exceptional interest
II* Particularly important buildings of more than special interest
II Special interest

Locally Listed Building - Building, structure, park, garden, cemetery, open space which is included on the Newcastle City Council list of Sites of Local Architectural or Historic Importance.

Massing: This is a general term that refers to the three-dimensional impact of buildings.

P

Periods of Development / Architecture

Medieval From 5th Century to 1540
Post-Medieval From 1541 to 1899
Georgian From 1720 to 1830
Late Georgian From 1810 to 1830
Victorian From 1837 to 1901
Edwardian From 1901 to 1914
Modern 1922 to Present

Primary Pedestrian Route: Strategic route highlighting important connection across the city.

S

Setting of a Listed Building - The setting of a listed building may be limited to ancillary land, but may often include land some distance from it. The setting of individual listed buildings very often owes its character to harmony produced by a particular grouping of buildings and to the quality of the spaces created between them. A proposed high or bulky building might also affect the setting of a listed building some distance away, or alter the views of a historic skyline.

Super Crossing – wide, direct pedestrian crossing

Sustainable Drainage Systems (SuDS) – Sustainable drainage systems (previously referred to as sustainable urban drainage systems): a sequence of source control, management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques (may also be referred to as SuDS or SDS).

Supporting Documents

- Core Strategy and Urban Core Plan
- Newcastle City Coucil Historic Environment Analysis
- Transport Review

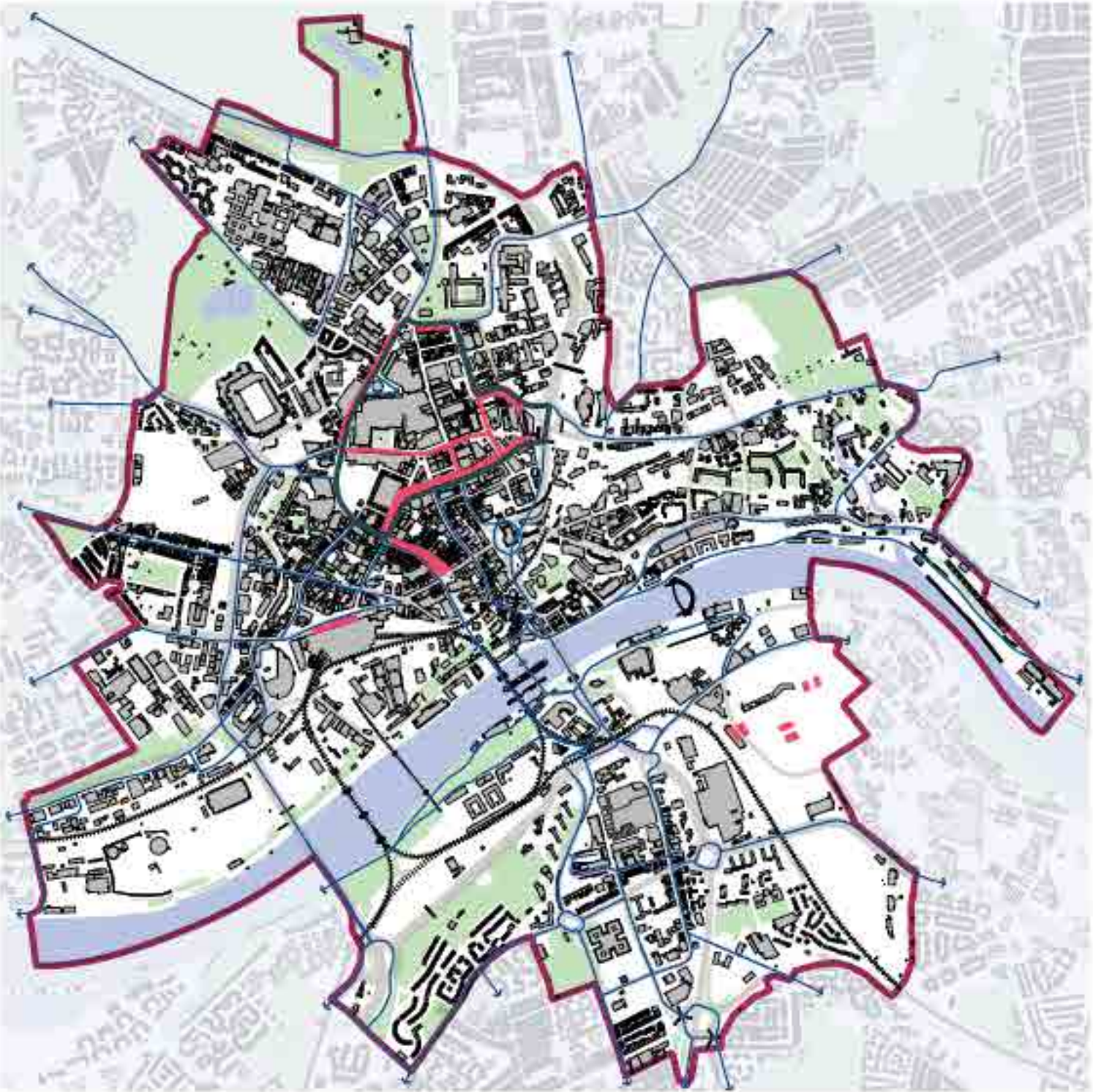
APPENDIX.I

Policy CS13 Transport

The enhancement and delivery of an integrated transport network to support sustainable development and economic growth will be achieved by:

1. Promoting sustainable travel choices including:
 - i. Improving equality of access to transport for everyone,
 - ii. Protecting and enhancing pedestrian routes, cycle networks and Rights of Way,
 - iii. An integrated public transport network and interchanges,
 - iv. Development of bus based park and ride facilities including at Lobley Hill, Eighton Lodge and Follingsby,
 - v. Metro re-invigoration and expansion of the Metro system in the longer term,
 - vi. Encouraging a change from sole occupancy car use to more sustainable alternatives, and
 - vii. The management of car parking locations, supply and pricing.

2. Improving the operation of the transport network and its wider connections by:
 - i. Promoting and facilitating improvements to wider networks where it is demonstrated that they have an acceptable impact on the local transport network and environment,
 - ii. Supporting the sustainable and efficient flow of passengers and freight via Newcastle International Airport, Newcastle Central Station, the Port of Tyne and High Speed Rail,
 - iii. Promoting the re-opening of regional heavy rail lines for passengers and freight, including the Leamside Line, and the Ashington, Blyth and Tyne Line,
 - iv. The creation of additional capacity on the Strategic Road Network, including the provision of an additional lane on the A1 in both directions from the A1/A19 Interchange at Seaton Burn to the Scotswood Road slip-roads, and between the southern extent of the Lobley Hill Major Scheme improvements at Coalhouse and the A1/A194(M) bifurcation at Birtley,
 - v. Undertaking an assessment of the need for additional cross-river capacity,
 - vi. The development of Urban Traffic Management and Control (UTMC),
 - vii. Reducing unnecessary traffic through, within and around the Urban Core, and
 - viii. Managing freight movement to minimise the impact on the network and environment.



- Existing Bus Network
- Bus Loop
- Public Transport Infrastructure Improvement Areas

Figure 14.6 Public Transport
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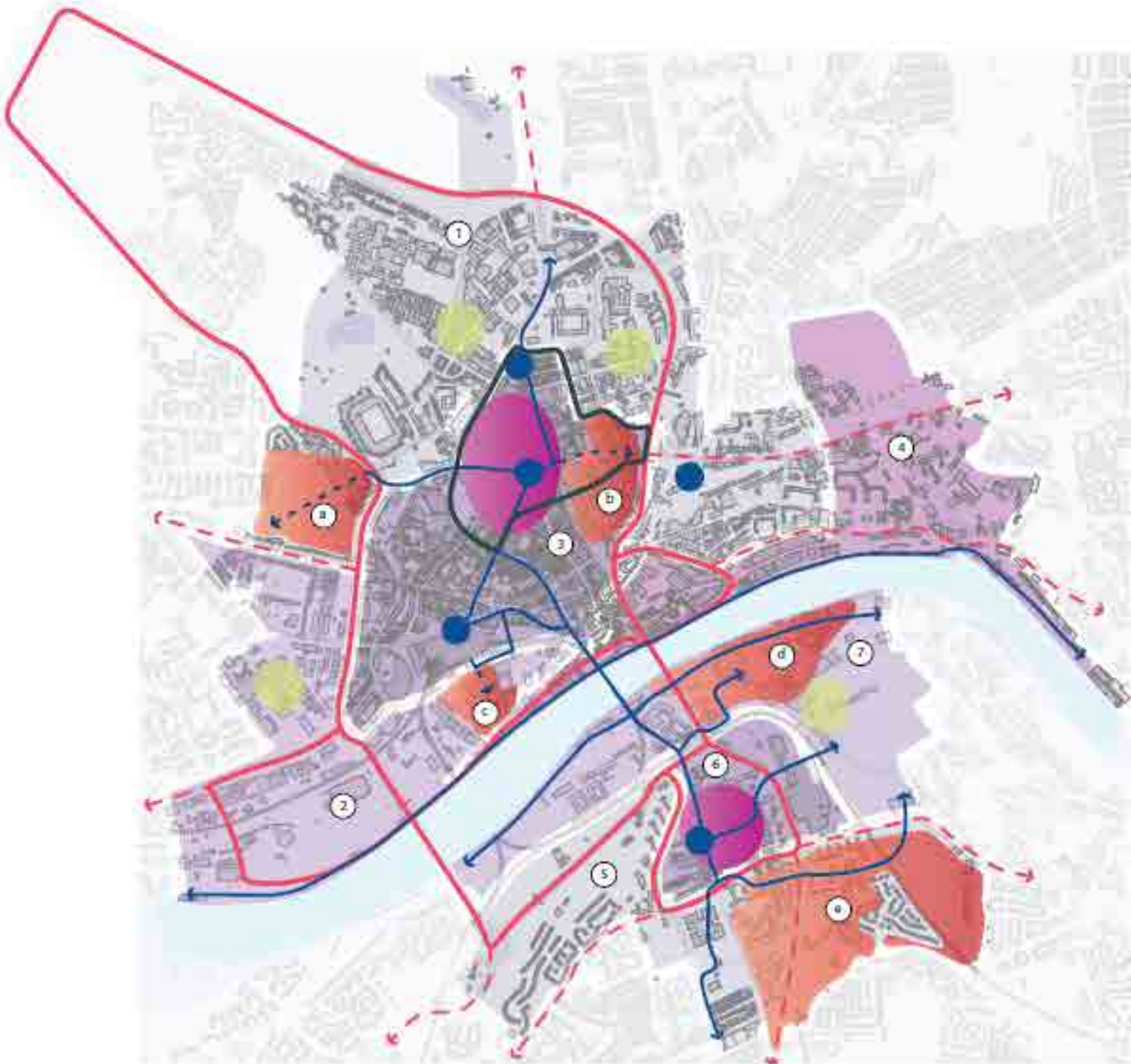
3. Ensuring development:
 - i. Which generates significant movement is located where the use of sustainable transport modes can be maximised,
 - ii. Minimises car trips, promotes and enhances public transport and for major development provides sustainable travel plans,
 - iii. Connects safely to and mitigates the effects of development on the existing transport networks,
 - iv. Includes charging infrastructure for electric vehicles within major developments,
 - v. Incorporates 20 miles per hour zones and homezone principles, where appropriate,
 - vi. Provides cycle parking and supporting infrastructure, and
 - vii. Provides for direct, safe, secure and continuous pedestrian and cycling links.

Policy UC5 Primary and Secondary Pedestrian Routes

Sustainable modes of travel will be promoted by giving priority where appropriate to pedestrian links and facilities to ensure an attractive, safe and better linked area. The routes identified below will be the focus for improvement over the plan period.

1. The Primary Pedestrian Routes (Figure 14.4) are designated as:

- i. Barras Bridge to Central Station,
- ii. The Monument to the Gateshead Millennium Bridge,
- iii. Pilgrim Street to Gallowgate,
- iv. Gateshead Primary Shopping Area to Gateshead Quays,
- v. Gateshead Interchange to Gateshead College,
- vi. Through East Pilgrim Street Key Site,
- vii. Newcastle Central Station to the Science Central Key Site,
- viii. Central Station to High Level Bridge,
- ix. Central Station to Stephenson Quarter Key Site,
- x. Central Station to Newcastle College,
- xi. The Bigg Market to Gateshead Centre,
- xii. Linking Gateshead Primary Shopping Area and the Exemplar Neighbourhood,
- xiii. Linking Gateshead College to the Exemplar Neighbourhood,
- xiv. Northumberland Road, and
- xv. Along the River Tyne in Gateshead.



- | | | |
|-------------------------|------------------------------|----------------------------------|
| Sub Area | Key Site | |
| 1 Civic | a Science Central | Primary Shopping Area |
| 2 Discovery | b East Pilgrim Street | Urban Core Distributor Route |
| 3 Newcastle Central | c Stephenson Quarter | Major Transport Routes |
| 4 Quayside and Ouseburn | d Gateshead Quays | Bus Loop |
| 5 Southern Gateway | e The Exemplar Neighbourhood | Primary Pedestrian Routes |
| 6 Gateshead Central | | Future Primary Pedestrian Routes |
| 7 Quays and Baltic | | Universities and Colleges |
| | | Metro Station |

3. Development will be expected to contribute towards improving the routes by providing direct routes to and through the following sites and links to surrounding areas:

- i. The Science Central Key Site,
- ii. The East Pilgrim Street Key Site,
- iii. The Gateshead Quays Key Site,
- iv. The Exemplar Neighbourhood Key Site, and
- v. The Baltic Business Quarter.

Policy UC6 Cycling

Sustainable modes of travel will be promoted giving priority where appropriate to cycling. Cycle infrastructure will be developed by promoting cycle improvements and links to the surrounding area. This will be achieved by:

- 1. Completion of the Great North Cycleway,
- 2. Improving links to the Newcastle Strategic Network,
- 3. The improvement of cycle routes and cycling priority inside the Urban Core Distributor Route (UCDR), and
- 4. Development at Science Central, East Pilgrim Street, Forth Yards and The Quays connecting to the surrounding cycle network.

Policy UC7 Public Transport

Sustainable modes of travel will be promoted and public transport infrastructure will be enhanced by:

- 1. Improving stops, facilities, increasing bus priority and creating bus-only links including:
 - i. Bus facilities at the Bigg Market, and
 - ii. Improved bus facilities at Haymarket.
- 2. Providing new bus facilities as part of the comprehensive development at:
 - i. East Pilgrim Street, and
 - ii. Baltic Business Quarter.
- 3. Designating a Bus Loop (Figure 14.6) on Market Street, Durant Road, John Dobson Street, St Mary’s Place, Percy Street, Newgate Street and Grainger Street.
- 4. Development proposals allowing for and contributing to the implementation of improved bus infrastructure.
- 5. Supporting proposals to deliver Metro re-invigoration.

