SOUTH SHIELDS INTERCHANGE

DESIGN AND ACCESS STATEMENT

Submission: July 2015

Prepared by The harris Partnership on behalf of:

12569B_South Shields Interchange Design and Access Statement v1_A3

1.0 INTRODUCTION

1.1 INTRODUCTION

Introduction

This Design and Access Statement is prepared by The Harris Partnership on behalf of Muse Developments, South Tyneside Council (STC) and Nexus. The proposal is designed to suit the requirements of Nexus, who operate and manage the bus and rail infrastructure in South Tyneside. The document identifies the design principles associated with the new bus and rail Interchange and public realm works proposal.

The document is to be read in conjunction with other associated drawings and documents submitted with this application by Turley.

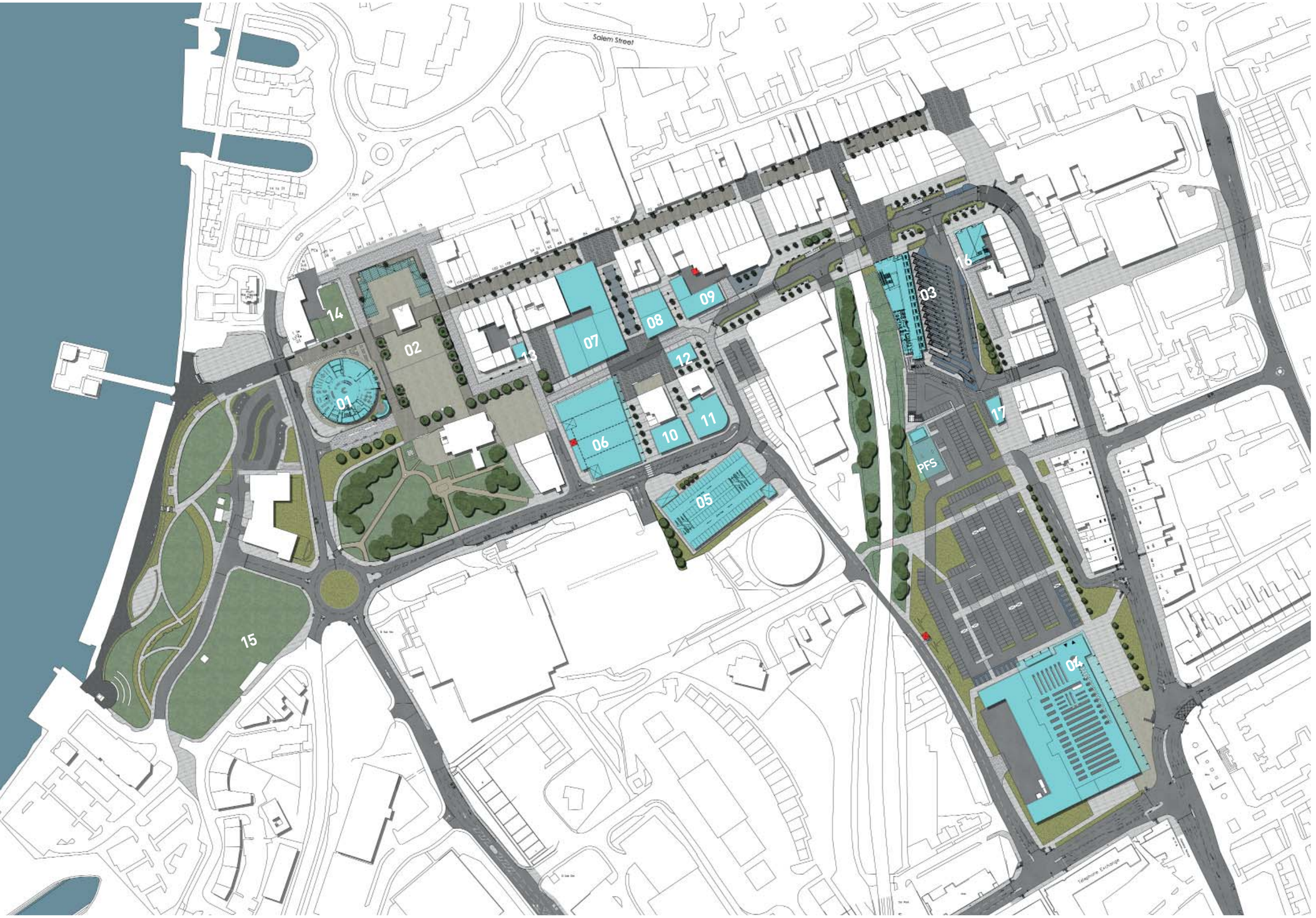
This application forms part of a wider consideration for the South Shields 365 Town Centre Vision. The Harris Partnership have worked with Muse Developments and STC to develop a masterplan proposal. The masterplan does not form part of this detailed Interchange application, however an associated outline application is submitted with reference to this application. The outline application defines the strategic principles for the masterplan and illustrates how the Interchange application connects to the future vision.

The Interchange forms the second phase of the 365 masterplan. The first phase development of the Word building and new Market Place works received planning consent in October 2014 (ref:ST/0651/14/LAA & ST/0649/14/LAA) respectively. Works began on site in Spring 2015 and are due to be completed in October 2016. The scheme will provide a significant new civic development in the town centre, and establish the intent of STC to reshape the town for the future. The Harris Partnership prepared the design and submission for the Market Place, and worked with Faulkner Browns Architects who designed the Word Building to create a holistic first phase proposal.

This document makes reference to the initial phase of the 365 masterplan, and illustrates how the second phase Interchange development presents an infrastructure to deliver future phases of the vision.

This document is presented in the following sections:

1.2 THE BIGGER PICTURE



The Bigger Picture

The Harris Partnership was appointed in 2012 by Muse Developments to assist them in a competitive bid process to become the development partner with STC in the procurement of the South Shields 365 Vision. The submission was chosen as the successful bid in 2013 and The Harris Partnership were appointed to develop the masterplan and the Market Place as part of the first phase of works. Faulkner Browns Architects were also appointed to develop the design of the Word building and a holistic planning application was approved.

The Masterplan Vision

The masterplan is designed as an evolution of the original 365 document released by STC. The masterplan design builds on the initial concepts and reconfigures the existing urban grain to regenerate the Town Centre. The new layout is designed to promote connectivity through the town, reducing the dominance of the vehicle and promoting pedestrian movement. In addition to the enhanced connectivity, a new retail and leisure core brings a new offer to the town centre which is not currently provided. This is designed to complement and not compete with the original town centre offer, bringing with it an opportunity for increased dwell time which will benefit the existing offer.

To promote movement through the town, the masterplan proposes 3 new distinct character areas. The character areas are described as:
Harton Quays Cultural Quarter
Barrington Street Retail and Leisure Quarter
Fowler Street Gateway Quarter

1.2 THE BIGGER PICTURE

Character Area 1
Harton Quays Cultural Quarter

The space within Character Area 1 includes development sites along the newly landscaped Harton Quays, spanning from the Customs House through onto the Market Place. The design in this area proposes uses which compliment and support the surrounding context and improves links between the waterfront and the town centre across Ferry Street.

The character area spans across Ferry Street to provide the new Word building and a new Market Place. The inclusion of a new public building in this location supports the surrounding cultural and tourism activities, and creates a natural link to the town centre. The reconfigured Market Place provides an opportunity for a new civic space which enables an improved market offer and public realm space to attract other events and activities. This important connecting site between the waterfront and the town forms the first phase and this submission.

Character Area 2
Retail and Family Leisure Quarter

The central area within the town is reconfigured to create a new retail and family leisure area, an enhanced shopping offer and a cinema and restaurants. It is evident that over the past few years, South Shields has suffered from reduced footfall within the centre. One of the major causes is the lack of attraction and retail offer in the centre needed to encourage people to visit South Shields. This also results in the community of South Shields travelling to other town centres to shop, affecting the prosperity of the town centre.

Analysis of the town centre, the existing retail offer, the spaces around the town and how the spaces are used identifies a lack of larger format retail space which would attract the anchor retailers needed to increase visitor numbers and encourage smaller shops to prosper. Waterloo Square provides the only retail opportunity for this in the town centre. However due to poor connectivity with the rest of the town, Waterloo Square discourages footfall and reduces the dwell time of visitors in the main shopping areas.

The proposal provides new retail space within a layout that creates desirable routes linking King Street to Waterloo Square. A new cinema and restaurants located around a central pedestrianised square promote activity later in the day and encourage people to stay in the town centre for longer periods. A new multi-storey car park is created on the site of the current Oyston Street surface parking which will provide a single centralised destination for vehicles.

Character Area 3
Fowler Street Gateway Quarter

To promote connectivity through the town centre, a new central Interchange is created on the corner of Fowler Street and Keppel Street. This consolidates all public buses and the Metro into a single facility, enabling the current bus stops along the Keppel Street / Chapter Row route to be relocated. This traffic route through the town currently creates a definitive physical barrier, restricting the movement of pedestrians. The creation of the new Interchange provides the opportunity for the town centre to be reconfigured to create a more pedestrian focused environment. The central Interchange brings all public transport entering the town into a single location, becoming a gateway and encouraging pedestrian movement across the centre.

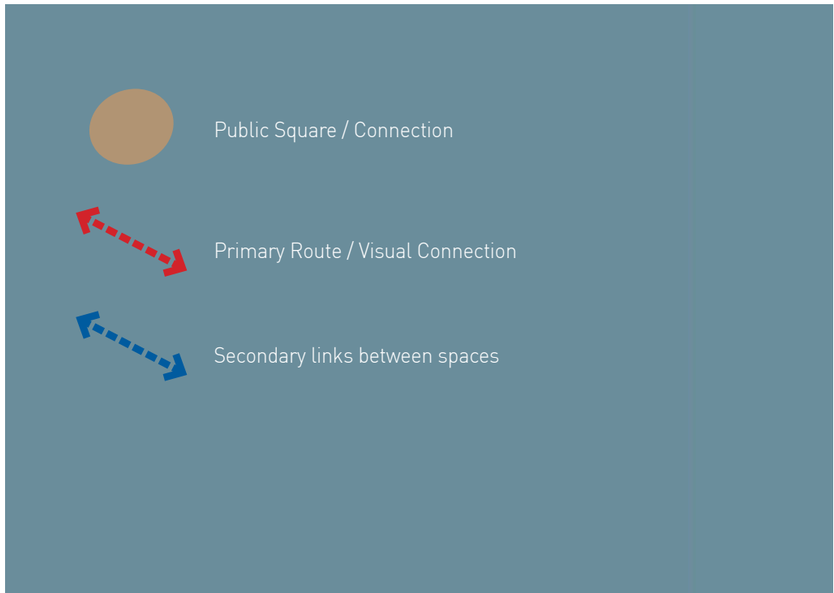
A new foodstore retail proposal is located on the southern boundary of the site. This inclusion provides a large scale built form on the main infrastructure junction into the town centre, mirroring the scale of the Town Hall building opposite. A central car park behind the existing Fowler Street premises consolidates the existing parking in the area and provides a facility to be used by visitors to the town centre. New pedestrian routes and public spaces link through the site between the Interchange and the Town Hall.

Connectivity and Public Realm

To ensure the success and cohesion of the regenerated spaces within the town centre, the character areas have been designed around a strategy for reduced vehicle dominance and greater pedestrian movement. The primary objective is to strengthen the provision along King Street and the links to Waterloo Square, Coronation Street and Fowler Street.

The new Interchange and consolidated bus service allows the closure of the existing Keppel Street / Chapter Row link through the town. This enables the central space to be reconfigured, creating a new pedestrian street punched through from King Street, through the new retail and leisure areas to Coronation Street and the new car park. Existing listed buildings on Barrington Street now become a key part of the town centre environment.

Buses are redirected to flow through Coronation Street and Fowler Street to the Interchange, freeing the town centre to become a pedestrian focused space. Chapter Row removal allows the Market Place to be extended to St Hilda's Church. The Church now becomes the southern boundary of the square, and the existing link through the Church gardens is more desirable.



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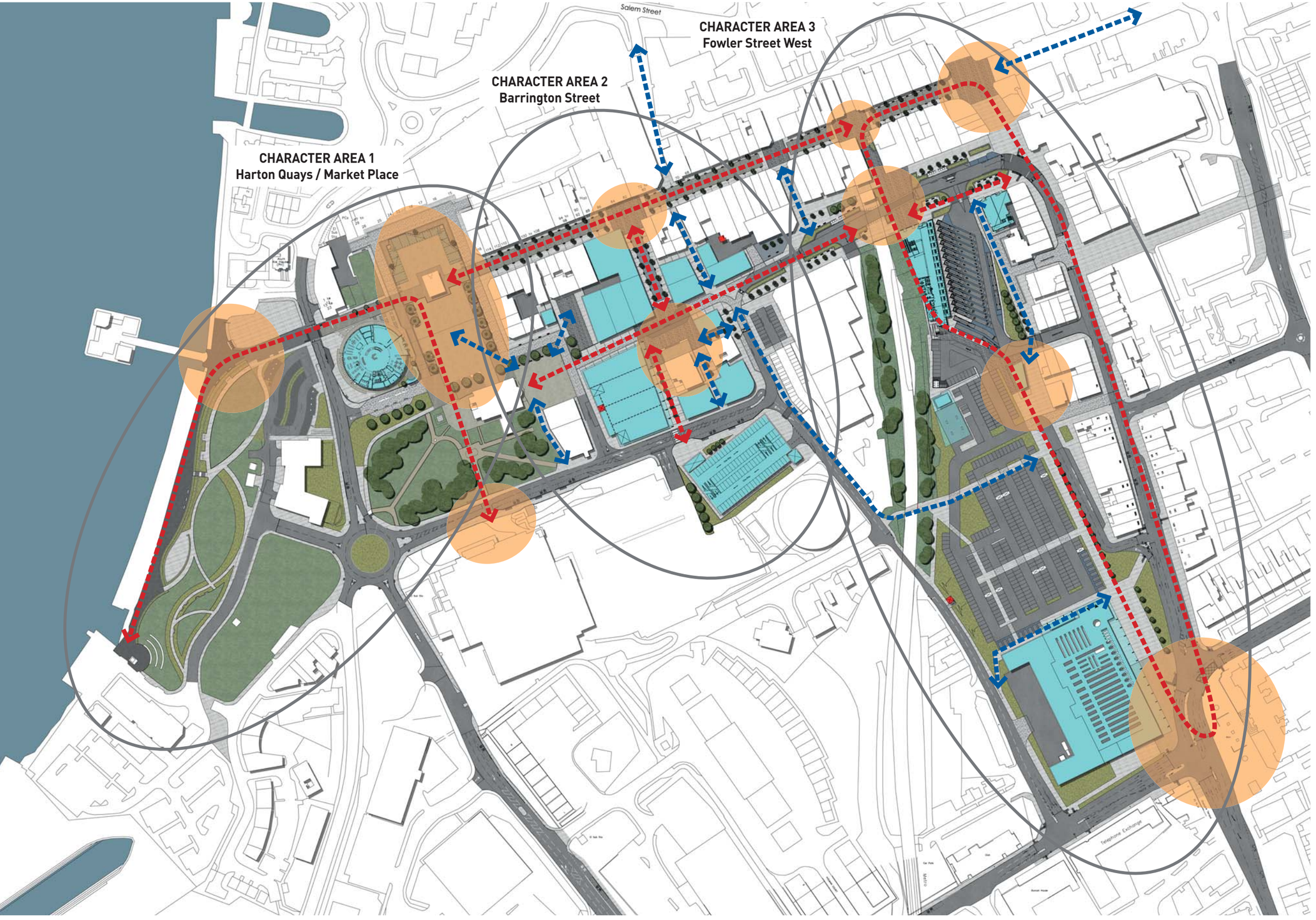


Visual Connection

To encourage movement through the new spaces, the layout has been designed around the visual connection of landmark buildings. King Street provides a long framed view between the edge of Ocean Road and the Market Place. To enhance this route, a series of new squares on key points are introduced to visually break down the street into more desirable sections, giving the user destination points.

A second framed view between the new Interchange and St Hilda's Church is created by reconfiguring the street pattern. A new retail and leisure area is located in the centre. New streets and secondary squares link to King Street creating loops around the town which will encourage movement and increase the dwell time for users.

Enhanced Public Realm

The series of squares created through the town centre provide an opportunity to create a cohesive palette of materials and street furniture which will create a legible and attractive street pattern. The Market Place provides the main civic space in the town and a precedent for quality. The strengthened links between this space, St Hilda's Church and Harton Quays create a combined landscaped and civic environment on the western edge of South Shields.

Timing

The first phase works including the new Word building and the Market Place are currently on site. The Interchange is programmed to commence works in 2017 which will enable future phases to commence once the highway infrastructure has been implemented.

1.3 CONSULTATION

The design of the masterplan and the Interchange which form this application have been part of a continued dialogue process between South Tyneside Council, the design team and other third party consultant groups. These include:

- The STC Regeneration, Planning and Urban Design team.
- NEDRES Design Review. Two presentation and review sessions of the masterplan proposal and Interchange with the NEDRES panel as part of the 365 design process.
- Continual consultation with the STC Regeneration team following the appointment of Muse and the design team.
- Regular design review meetings with the regeneration and management team from STC.
- Design brief reviews and consultations with Nexus train and bus operators.
- Liaison with the local taxi drivers.
- Site visits to other transport buildings with the STC management and regeneration teams to determine material choice and suitable specification.
- Accessibility guidance given by BLISS=Ability, RNIB and the Guide Dogs for the Blind Association in conjunction with consultations with David Burdus, an independent access consultant appointed to review accessible design in the proposals and how this can be adopted through the town centre.

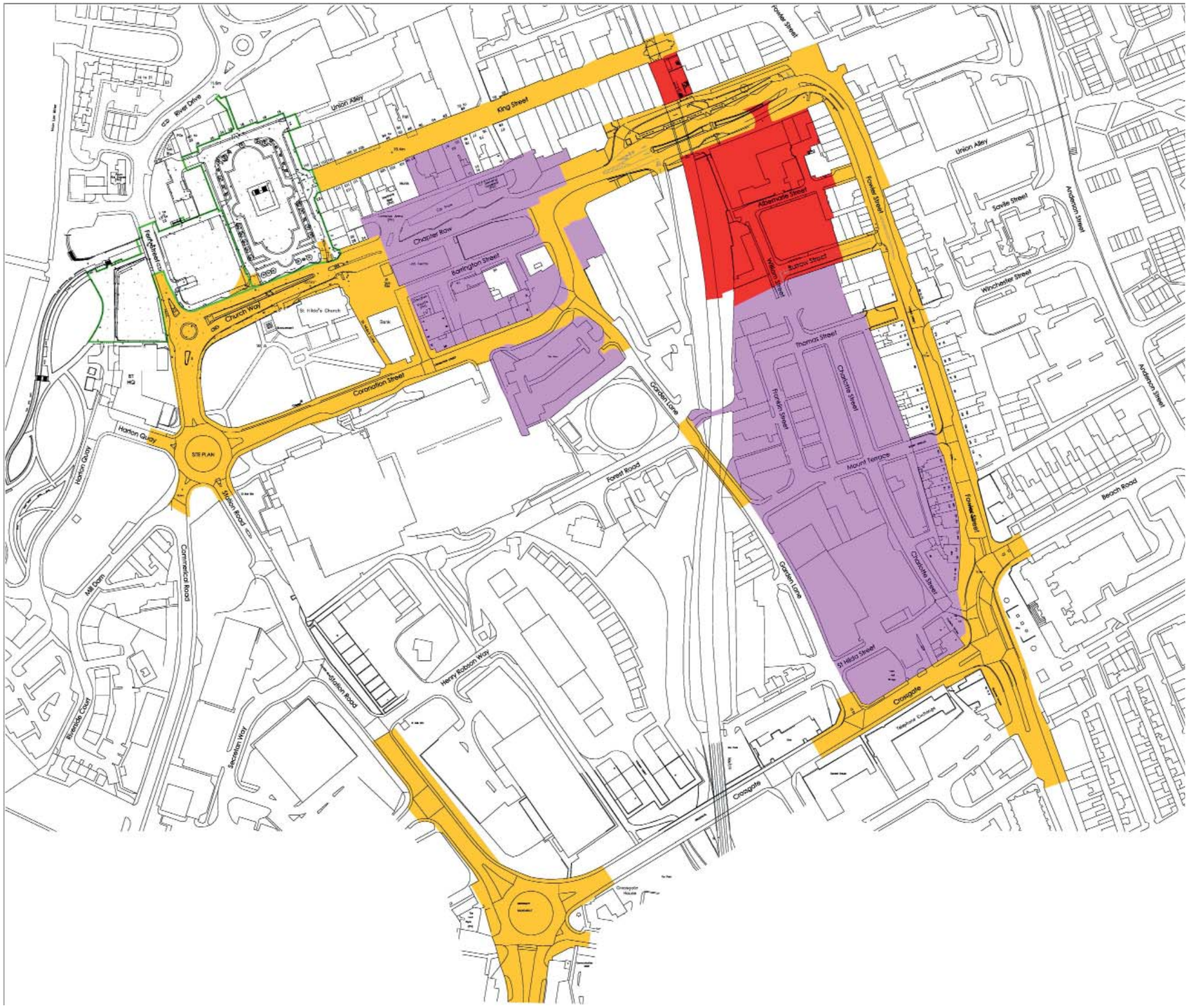
As part of the liaison with the team at STC, a clients design brief was issued which identified the following key objectives:

- Provide a new landmark building which signifies the gateway into South Shields.
- Consolidate bus and rail transport.
- Provide a solution which creates a more desirable public environment with links to the town centre.
- Improve the wider public transport network.
- Recognise the importance of the space as a civic environment.

In addition to the design consultation listed above, a public consultation exercise took place over two days on Thursday 18th June and Saturday 20th June. This involved the presentation of the application proposals and the development of the current 365 masterplan to the public. This engagement was a success and overall was met with a very positive response. Comments have been logged and responded to as part of this application. Comments in relation to the wider 365 masterplan will be noted and form part of the development of the town centre vision which will include future public consultation events.

Presentation Boards used for the Public Consultation event held at South Shields Museum

1.4 PLANNING STRATEGY



The proposal for the Interchange and associated works forms part of a wider masterplan strategy which is addressed through the application process.

As identified previously, there has been detailed planning consent approved for the development of the Word building and the new Market Place proposals as Phase 1 of the 365 Masterplan. These areas are identified edged green on the strategic plan opposite.

Phase 2 works are the subject of this application and will include details for the new Interchange, retail units and office in 5-7 Keppel Street, and the demolition of the existing Metro building. These details are submitted for detailed planning consent and shown on the plan shaded red.

To facilitate the overall improvements to the highway infrastructure around the town associated with the Interchange and the masterplan, large areas of highway improvements are required. To maintain design continuity and ensure the detailed design of these spaces is fully agreed by the highway department at STC, the improvements are to be implemented via a Section 278 application. These areas are shown on the plan shaded orange.

Purple shaded space shown on the plan refers to the remaining development areas associated with the 365 Masterplan. These areas are to be determined through a submission for outline planning permission. This application is to be submitted at the same time as this detailed Interchange Application and is referred to in this document and supporting information.

2.0 THE SITE

2.1 LOCATION

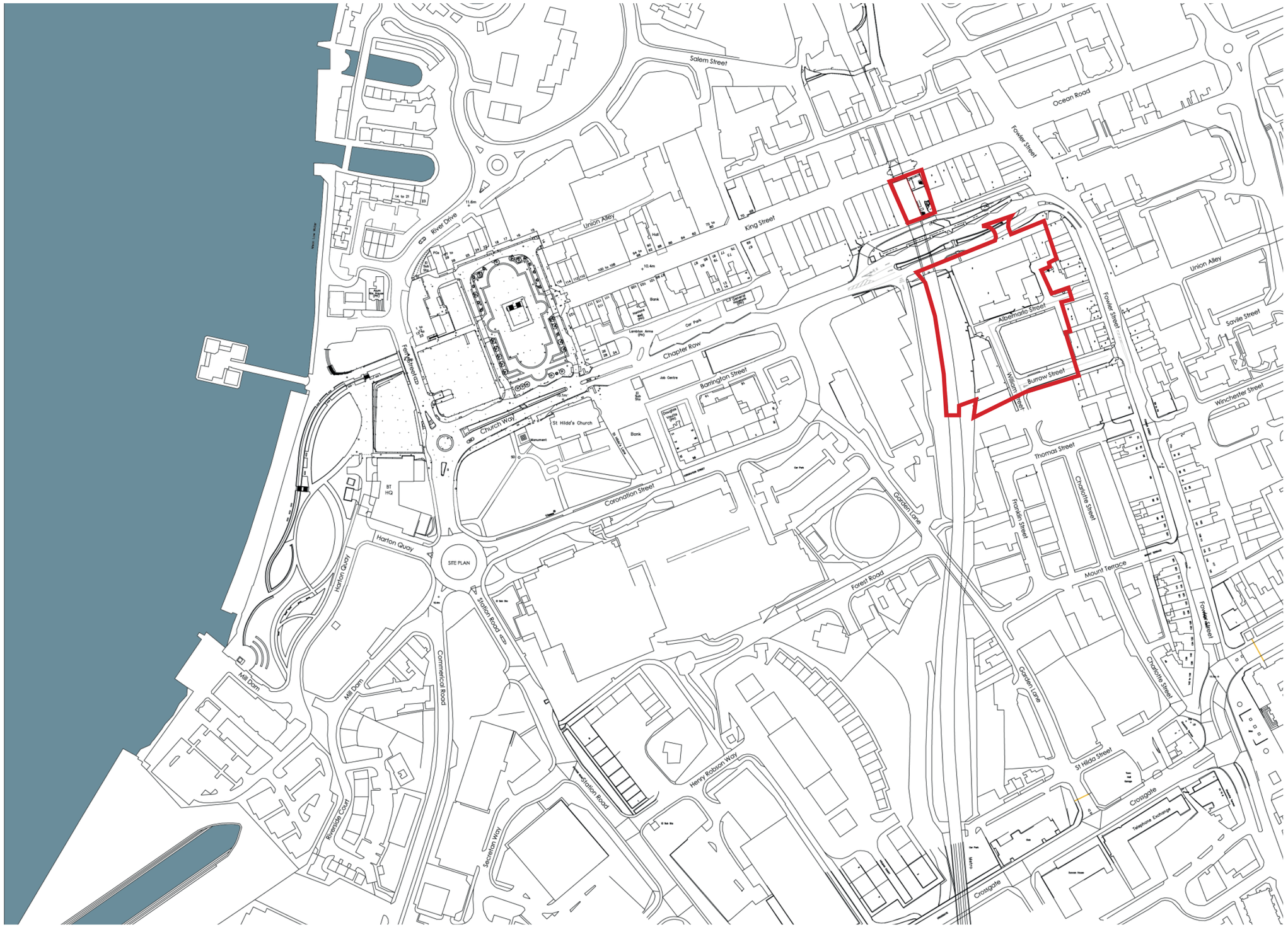
Site Location

The proposal is located on the junction of Keppel Street and Fowler Street at the eastern edge of the town centre. The site incorporates the existing Metro Station to the north of Keppel Street, and the post office building to the south. The application site measures 2.7 acres / 1.1 hectares.

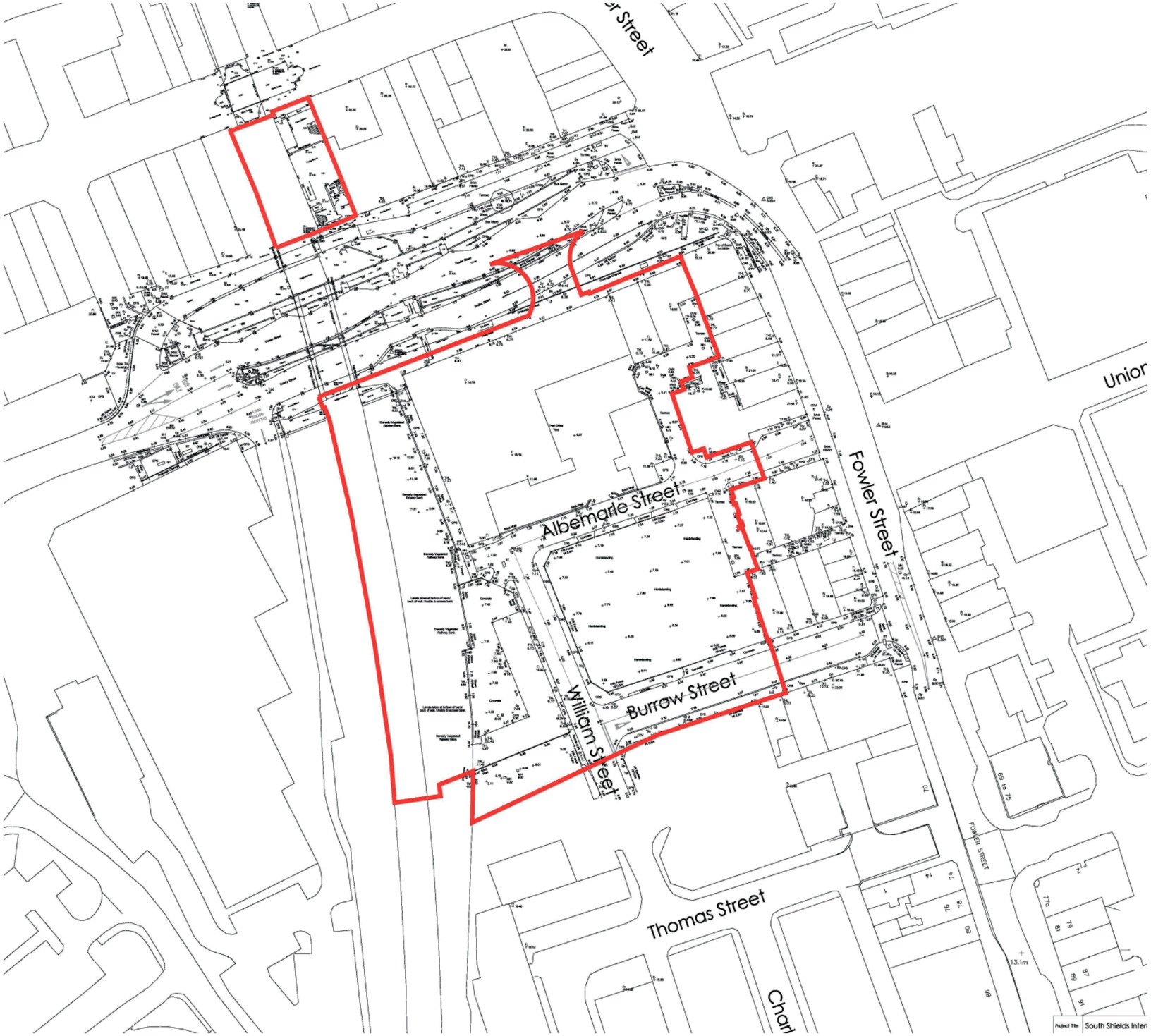
The existing terraced buildings to Fowler Street along the east edge of the site are retained outside of the application boundary. The elevated rail line and the sloping embankment on the east side are included within the application boundary to facilitate a link to the rail level.

The application site is accessible from Keppel Street, Fowler Street from the east and William Street from the south.

The application site is split around Keppel Street. The existing bus service uses the full length of Church Way, Chapter Row and Keppel Street for bus laybys and services, with Keppel Street providing the main bus pick up point. The application strategy defines these highway areas under a separate Section 278 agreement to ensure a compliant scheme is agreed with STC. The information included in this Design and Access Statement identifies works within this S278 boundary to illustrate the bigger picture; however the detail will be dealt with separately.



2.2 LAYOUT



Existing Layout

The application site includes the following elements:

Existing Metro Station (North of Keppel Street)
The existing Metro Station and platform areas at the upper level are included within the application boundary. The relocation of the Metro into a consolidated Interchange will require the decommissioning and demolition of the existing facility.

Post Office site (south of Keppel Street)
The main application site will accommodate the new Interchange facility. The site currently includes the central Post Office and Royal Mail building. This building fronts onto Keppel Street and has a service and vehicle access at the rear from Albermarle Street. Along the western edge of the Post Office building is a small alley way which provides pedestrian access through the site. The alley is flanked on the west by a 1 metre high brick retaining wall and a landscaped embankment which rises approximately 8 metres up to the rail level.

To the east of the Post Office on Keppel Street are two buildings within the application boundary. Other than a travel agency at the ground floor immediately adjacent to the Post Office, these buildings are mostly vacant. The previous use was a snooker club at the upper levels which linked through to the former Riddick's building on the corner of Fowler Street.

The existing Annie McCarthy's pub on the corner of Albermarle Street behind the Fowler Street buildings is to be retained and is outside the application boundary. The building provides an active presence on Albermarle Street. The service areas behind Fowler Street and the pub are included within the application boundary. This will ensure that any access improvements can be integrated with the existing operations surrounding the application.

The terrace to the south of Albermarle Street including Leeds Building Society on the corner of Fowler Street is to be retained and is also outside the application boundary. This includes the central service alley between the buildings. To the west of this terrace behind Fowler Street, there is a vacant site between Albermarle Street and Burrow Street which is included within the application.

To the west of William Street is a works yard and building adjacent to the rail embankment which is included within the application boundary.

Topography

The existing site falls south to north towards Keppel Street. The largest level difference occurs at the south of the application site where 2 metres is lost along the length of William Street. Across Keppel Street the levels begin to rise up towards the north and King Street, although more gradually.

The rail level is elevated along the western edge of the site on average 8 metres from the ground level. The difference in level is taken up within the landscaped embankment which flanks the rail.

2.3 EXISTING BUILDINGS, STRUCTURES AND SPACE

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Urban Spaces

1. Keppel Street Link
The area around Keppel Street is dominated by buses and vehicle movement. The strongest existing desire line is through the existing Metro, across Keppel Street on an uncontrolled zebra crossing. The connection is poor and visibility for pedestrians is not adequate for a prominent location.

2. Keppel Street
The domination of the buses across the street has resulted in very poor permeability. The crossing point is inadequate for the importance of the space, and the inclusion of the bus stands reduces visual connectivity massively.

3. Fowler Street to Keppel Street Junction
This corner between the Riddicks building and the Denmark Centre entrance is an important route for pedestrians and is well used.

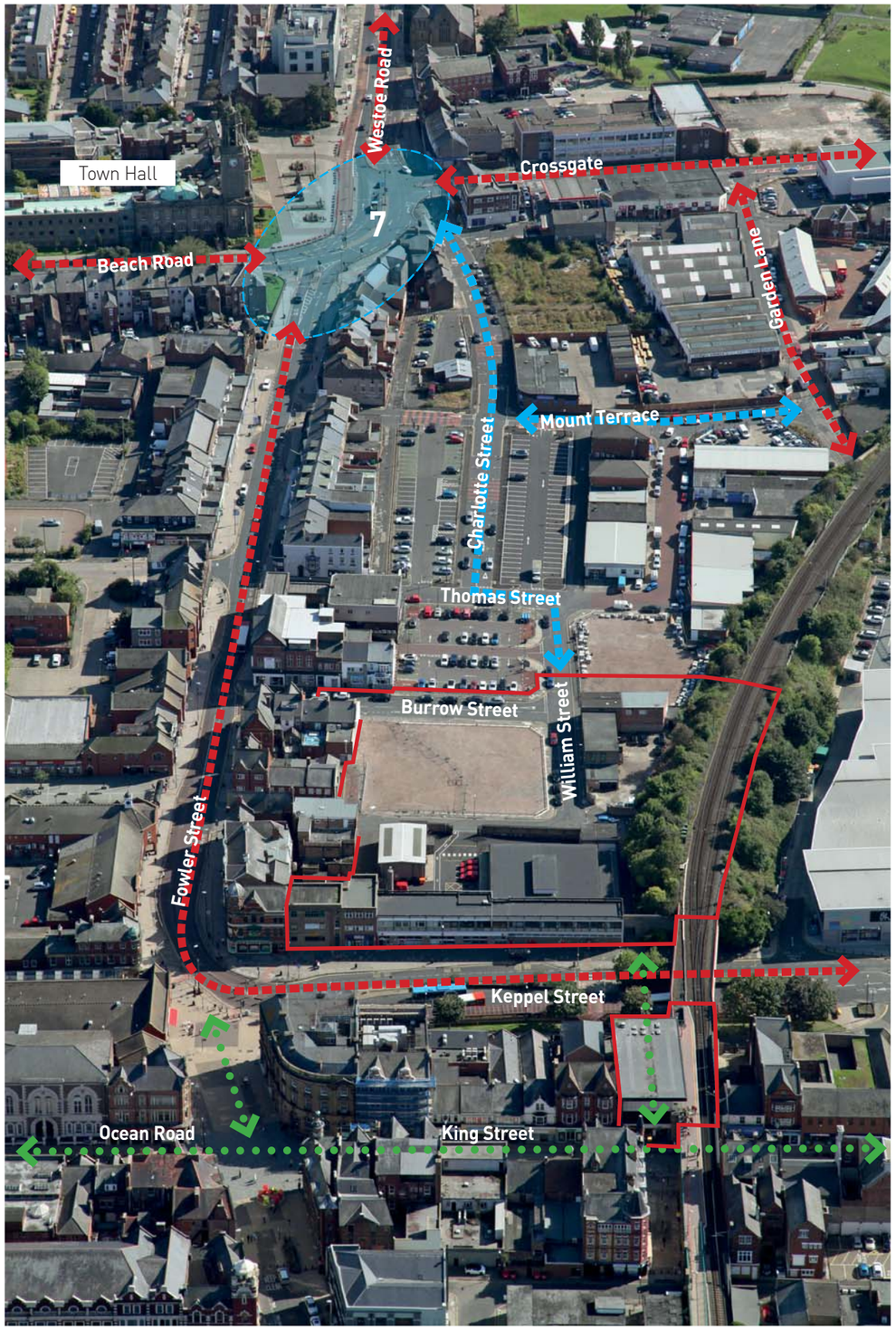
4. King Street and Ocean Road
Currently the most important visual location on the King Street route and forms the main link with Keppel Street. The route through the existing Metro building is probably used equally as well however the visual permeability at this point is much less desirable.

5. Fowler Street to Burrow Street
This junction provides an important link through to William Street and the areas to the rear of Keppel and Fowler Street. The street provides an opportunity for a suitable vehicle entrance to the development site.

6. William Street
The approach to the site from the south via William Street could provide a suitable access point into the site, and also a connection to the southern phase of the Fowler Street West site.

7. Westoe Road to Fowler Street
Although outside the detailed application boundary, this junction is important and is highlighted in the masterplan proposal. At this point, a large proportion of the vehicular traffic enters the town from the south.
The importance of the connection is also highlighted with the location of the Town Hall.

The space is important as a vehicular node but very poor as a pedestrian connection. The application proposal makes reference to this important potential desire line through the Fowler Street West development site towards the Town Hall, and accommodate pedestrian and vehicular traffic.



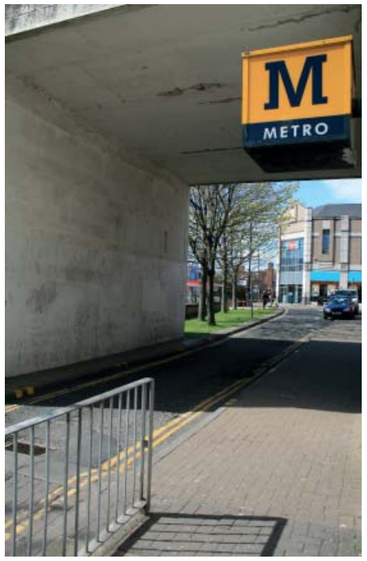
The spaces within the application site are as a result of recent demolition works and under developed areas of light industrial properties and yards. The main frontage of the site is on Keppel Street, and although the Post Office building maintains a presence on this route, it defines a strong barrier edge to movement and permeability within the site. The buildings around Fowler Street and Keppel Street surrounding the site close off any opportunity for movement and visual permeability.

The spaces around the outside of the application site however offer more potential and an indication of the opportunity to promote better movement and connectivity.

There are strong desire lines across Keppel Street which should be promoted to provide links between the Interchange site and King Street.

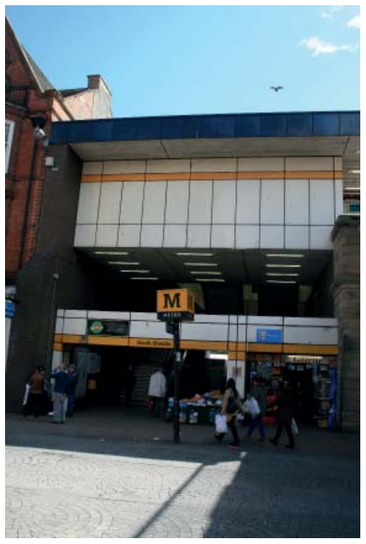
A future desire line south behind Fowler Street should be considered as an alternative entrance. Vehicular access from this location and Burrow Street would encourage pedestrian connectivity across Keppel Street.

2.3 EXISTING BUILDINGS, STRUCTURES AND SPACE



Keppel Street Bridge
The bridge structure is a prominent landmark in the centre of South Shields. The elevated Metro service is a characteristic of the town, and rather than be hidden and screened by clutter, should be celebrated. Currently the bridge is in need of cosmetic improvements. It is the series of bus bays and the Metro enclosure wrapping the structure which restrict visibility, making the bridge undesirable. If the spaces under and around the structure were opened up, then the structure would become more integral to the town and be retained as a civic landmark.

Rail Embankment
The elevated Metro through the town creates an embankment and existing green strip along the west of the site boundary.



Metro Building
The existing Metro facility is an open structure which spans between the rail bridge on the west of the space, and the gable elevation of the adjacent building to the east. The structure however is independent of the adjacent building and is supported from a flanking brown brick wall up to roof level. The roofed space provides a link through to Keppel Street as well as access to the Metro above.

Views from a Bridge
The existing elevated Metro provides views across Keppel Street. These views illustrate how the street is cluttered, with poor visibility and the opportunity for connection.

2.3 EXISTING BUILDINGS, STRUCTURES AND SPACE

Keppel Street
The images opposite illustrate the complexity of the space around Keppel Street. A series of roads, buses, stops, and cluttered street furniture layouts provide low levels of movement and visual connectivity.

Riddicks Building
Riddicks building and a number of the buildings at the north of Fowler Street are of a good quality and provide architectural merit to the street scene. Immediately adjacent to the Riddicks building, 5-7 Keppel Street is a much poorer extension. The Post Office building does not offer any merit to the street scene in either aesthetic or scale terms.

Keppel Street

Keppel Street and the corner of Fowler Street provide an important area of the town centre. There is a hub of activity surrounding this space generated by the bus traffic and access to the existing Metro Station. The buses currently line Keppel Street, excluding the corner adjoining Fowler Street, with bus stands along the northern edge of the application site. The shelters provide a linear glazed tunnel with limited access points to bus areas.

Keppel Street itself provides two lane traffic both east and west, separated by a central brick reservation. The size of the infrastructure presents a physical and visual barrier to movement across the space, disconnecting the southern part of South Shields from the main retail centre.

To the northern edge of the bus stands is Smithy Street. This road provides access for service vehicles and taxi's. The location of this road alongside Keppel Street provides an additional layer of infrastructure which divides the town.

The existing Metro station is located off Smithy Street in the north west corner. The station provides access up to rail level which runs above the town in a north to south direction. The existing Metro station is sandwiched between existing buildings on the east, and the bridge structure on the west. The building is open and spans between the two structures, providing vertical circulation and small retail content at ground. Visibility of the existing station from this southern approach is poor, and if not for the large concrete bridge spanning Keppel Street, would not be visible from the approach from Fowler Street. The structure itself is clad in a white metal cladding panel with a flat roof at rail level. The station has little architectural merit worthy of retention; however its location does provide an important link and is well used by people moving through to King Street from Keppel Street.

The rail bridge over Keppel Street is a dominant structure with large concrete supporting structure at either side of the street and one in the centre. The face of the concrete bridge is in need of some repair; however the elevated rail position and the bridges are a defining characteristic of South Shields and offer a distinctive presence in the urban grain.

The buildings along Smithy Street to the north provide a terrace which backs onto King Street. A mix of buildings ranging from 2 to 5 storeys rises east towards the Fowler Street corner where a large brick and sandstone faced building provides a strong architectural presence. The buildings diminish in scale west towards the existing Metro Station to two storey structures with café / restaurant accommodation at ground floor.

Despite the large volumes of pedestrian traffic through Keppel Street generated by the public transport links, there is very little permeability, and pedestrians are virtually discouraged from using the frontage of Smithy Street due to the dominance of vehicles. The reluctance to dwell in the space as a result of the lack of permeability reduces the desirability of operator's frontages and the whole street becomes a negative space in the urban grain of the town.

To the east of the Fowler Street junction is the Denmark Centre. The frontage here is much more active and the space leading onto King Street has the opportunity to be enhanced as a major destination. The busy traffic movement and the small pedestrian crossing in this location reduce the desirability for pedestrian movement.

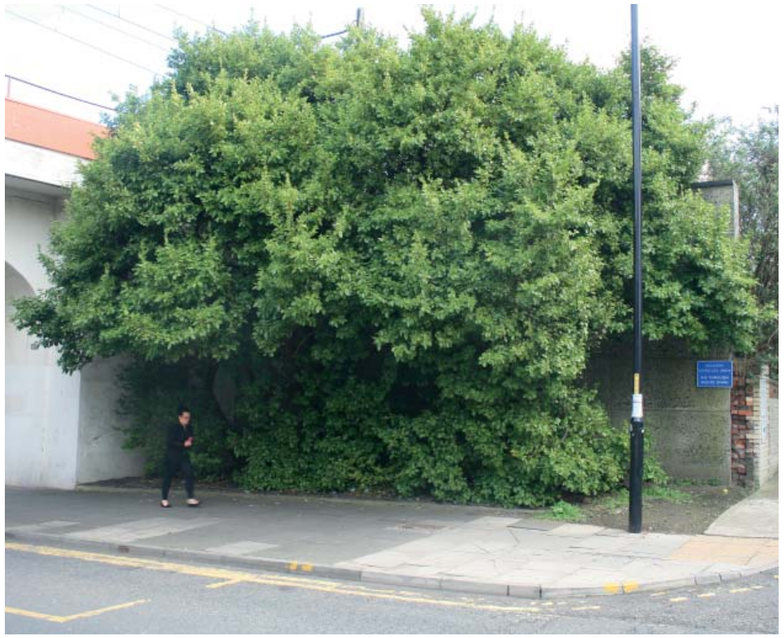
2.3 EXISTING BUILDINGS, STRUCTURES AND SPACE

Post Office / Royal Mail Building

The buildings along the southern edge of Keppel Street include the Post Office. This two storey concrete clad building provides a strong edge to the street scene. The Keppel Street frontage provides the public access to the Post Office. On Albermarle Street, the building is a large single / two storey depot for the Royal Mail Delivery Office. Access is provided via Albermarle Street through service gates. The rear of the building is a red / brown brick, and a large perimeter wall flanks Albermarle Street.

As identified previously, the two adjacent buildings on Keppel Street within the application boundary link the Post Office to the Fowler Street Terrace. The brick and concrete clad buildings provide a link between the post office and the locally listed Riddicks building on Fowler Street. Other than the use of the Post Office building, there is no architectural merit in retaining any of these structures along Keppel Street.

2.3 EXISTING BUILDINGS, STRUCTURES AND SPACE



Albermarle Street
The existing buildings around Albermarle Street are generally the rear of buildings facing Fowler Street and Keppel Street. Annie McCarthy's public house provides an active frontage within the site and presents an opportunity to form the link through to Prince George Square off Fowler Street.

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Albermarle Street

The route through from Fowler Street currently provides access for public cars whose movement is restricted further north along Fowler Street. Albermarle Street provides access to the Fowler Street properties which wrap the corner, and the Annie McCarthy's public house, all of which are to be retained.

An area of hardstanding south of Albermarle Street is included within the development application. To the west along William Street, an L-shaped works building and yard sits adjacent to the rail embankment. This two storey brick and glazed building is comparable to other semi-industrial uses in this area.

Rail Level

The rail level is on average 8 metres higher than the existing ground level across the application site. This level difference is taken up within the landscaped embankment along the eastern edge of the rail line. This embankment is up to 1 in 1.5 metre gradient in places, and until recently when the vegetation was cut back, was densely populated with self-seeded trees and scrub. The base of the embankment includes a small brick retaining structure approximately 1 metre high. Given the size and gradient of the embankment, the structural integrity needs to be retained and not impacted upon where possible to avoid any disruption at rail level. Any intrusive works would involve extensive piling solutions which need to be considered for viability against the rail network.

The Metro line into South Shields is the end of the line for public passengers. The rail line continues north to rail sidings, however public trains enter and egress to the south of the existing station.

2.4 CONSTRAINTS AND OPPORTUNITIES

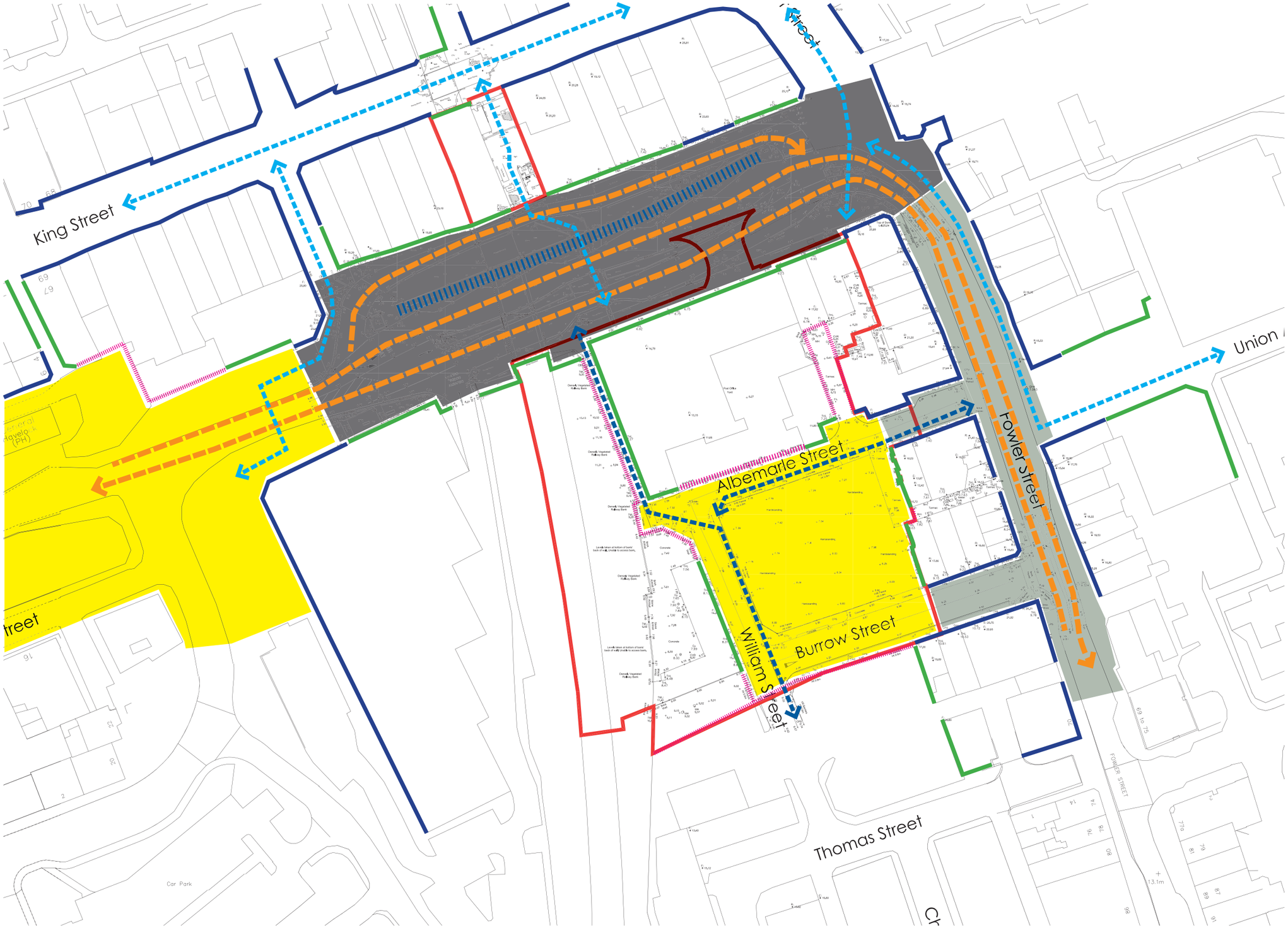
Constraints and Opportunities

As identified previously, the Keppel Street link running east to west across the town centre presents a strong barrier, restricting pedestrian movement and desire lines. The reliance on this route as a public transport hub has severed the town into two areas; King Street and the main retail centre to the north, and a more diverse urban grain including large retail buildings and semi industrial space to the south. The opportunity for connection between these spaces is relatively poor and as a result has confined town centre activity to King Street.

The opportunity for connection and permeability between the application sites across Keppel Street is especially poor due to the dominance of bus movement.

To the west of the application site is Waterloo Square. This is an important part of the town, offering high street retailers in large format retail space. Again however, the connection to King Street is poor; therefore shoppers visiting Waterloo Square are discouraged from visiting the town centre in addition to their trip.

Currently to the south of the Post Office and the west of the Fowler Street properties, the area in and around William Street and Charlotte Street is underdeveloped. A mix of small scale semi industrial properties and small retailers are surrounded by large areas of surface car parking. There is an opportunity to promote stronger links through to Crossgate and the Town Hall; however there are no current desire lines through this space. An increased plot density is required to frame routes and spaces.



2.5 MATERIALS

Defined Space
The space or street is clearly defined by building edges and features. Crossing points are provided. The relationship between pedestrians and vehicles is clearly defined.

Partially Defined Space
The space or street includes definition to the edges although not continuous. The space is wide and not clearly defined or legible. The relationship between pedestrians and vehicles is not as defined and crossing points are not suitable for the space.

Non Defined Space
The space or street does not have clearly defined edges and the spaces are large and uncontrolled. The spaces do not encourage dwell time and the relationship between vehicles and pedestrians is not clear and unsafe in places.

Strong Building Line / Active Frontage
Clear unbroken frontage with active elevations

Strong Building Line / No Active Frontage
Clear unbroken frontage, however low levels of activity and glazing

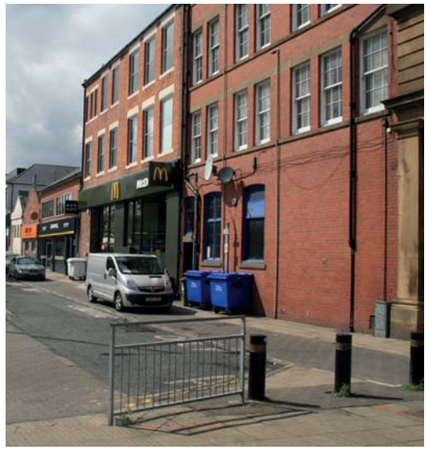
Broken Frontage
Frontage broken by lack of building edges, access for vehicles and / or service areas. The broken edges do not define spaces for pedestrians.

Vehicle Movement
Line of major vehicle route

Primary Pedestrian Movement
Line of major pedestrian desire line

Secondary Pedestrian Movement
Line of secondary pedestrian desire line

Structure
Line of structural element such as bus stops which define a space

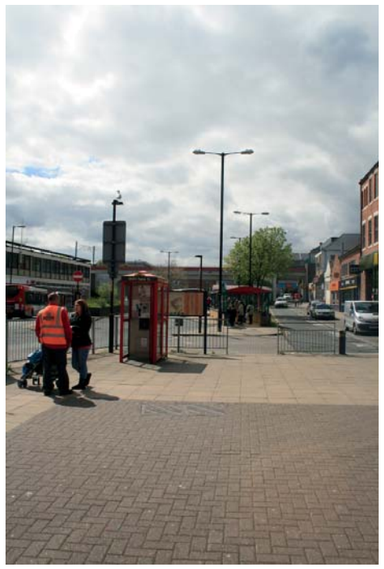


Materials
Red brick provides the main contextual material. There are a number of good examples across Keppel Street. The corner of Fowler Street and King Street also includes a sandstone facade which is used on some of the larger and civic structures throughout the Town.

Street Furniture
A mix of furniture types is used throughout the town and especially in the Keppel Street area where the Metro and Bus terminals meet the public realm palette.

Paving
The majority of paving is a buff / natural concrete paving and sett layout.

Metro
The Metro building juxtaposes flat metal cladding against the natural sandstone of the bridge structure. The use of materials is not necessarily the issue, however the Metro structure creates a dark cold environment.



Smithy Street
The layout and street furniture along Smithy Street adjacent to Keppel Street has no pedestrian structure or legibility. Pedestrians have to share vehicle spaces and street furniture forces pedestrians onto roads, rather than encouraging desire lines.

Building Materials

This area of the town centre has a strong red brick context; however there are examples of other materials used on post war buildings. The concrete Post Office building is typical of the buildings of this type in the centre. This building however does not offer a suitable reflection of the existing brick buildings at the northern end of Fowler Street and along the western end of King Street, where the large scale ornate structures provide a defining character and indication of the past prosperity of South Shields.

A large number of the buildings are rendered, either in their entirety or at the upper levels above shopfronts. The gable buildings facing the application site on Burrow Street have recently been rendered in a white / grey finish.

The Denmark Centre to the east of the application site represents a red brick addition to the existing town centre historical buildings. The development defines the street edge along Fowler Street towards King Street. Waterloo Square to the west of the site provides more contemporary metal cladding materials and finishes. Large areas of glazing define shopfronts and open out onto large public spaces.

External Works and Street Furniture

The paving around the application site varies, but is predominantly a mix of concrete paving in a natural / grey finish and concrete setts in either red or natural finish. The square between Ocean Road and King Street at the top of Fowler Street is defined in a high quality grey granite paving but this does not appear elsewhere.

Street furniture is very mixed and the layout causes clutter which makes the space around Keppel Street in particular difficult to navigate. The majority of furniture is finished in black and follows a "heritage" theme, however other galvanised items, including railing is used throughout.

3.0 DESIGN DEVELOPMENT

3.1 SCHEMATIC RESPONSE

The following schematic drawings illustrate the principles which have been explored following the site appraisal process.
These options respond to the following requirements:

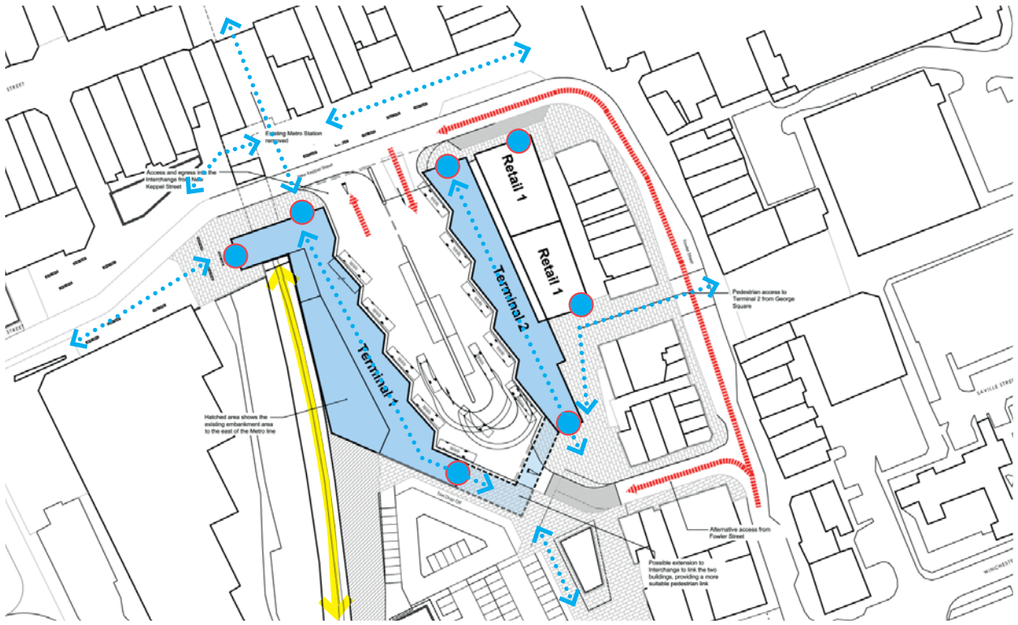
- The client / end user brief
- Site constraints and opportunities
- Consolidate Bus and Metro transport
- Creation of a gateway landmark
- Promote improved pedestrian connectivity to the town centre
- Reduce vehicle and pedestrian conflict on Keppel Street and Fowler Street
- Bus operator and Nexus requirements

The proposal has been developed with close liaison from Nexus, the bus operators, and STC. The brief defined included the following requirements:

- Bus and Metro in a single building
- 12 bus bays as a minimum
- 3 bus layover spaces as a minimum
- Coach parking
- Legible layout for both pedestrians and drivers
- Secure environment for bus vehicle manoeuvres
- Retail content to be accommodated in the Interchange and also an improved offer on Keppel Street

The following options have been worked through in conjunction with JMP highways to determine the most efficient layout for bus movement. All options assume that the rail connection is at the upper level to the east of the existing Metro rail line.

OPTION 1



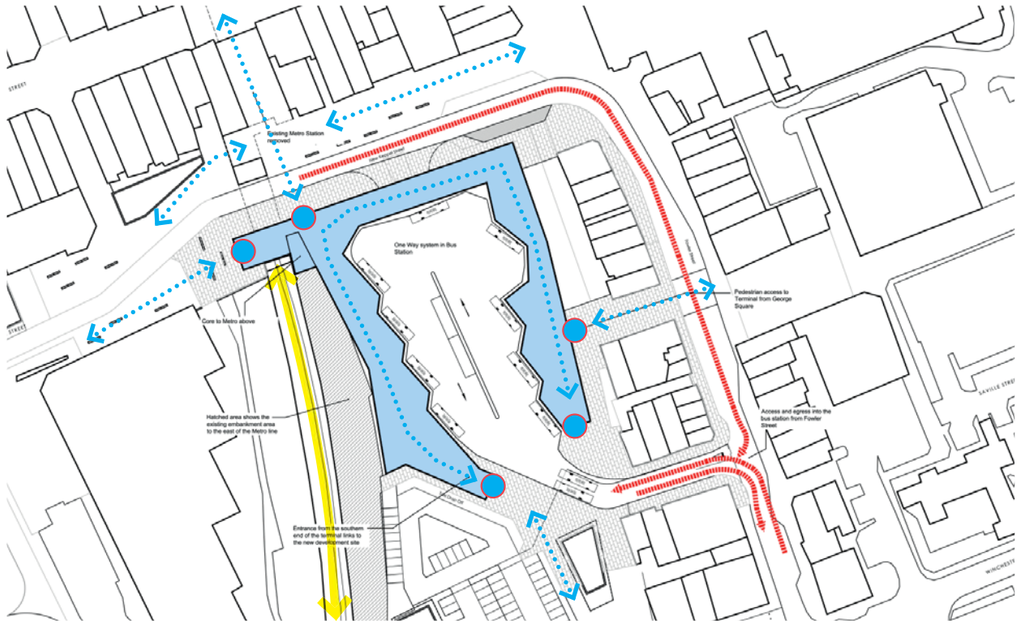
Option 1

Accommodation:
10 Bus Bays
4 Layover Spaces
0 Coach Spaces

Advantages
Option 1 provides accommodation as a "drive in / drive out" scenario which is the preferred option for drivers. A central bus area is created with good visibility from the Interchange. Retail units are provided fronting Keppel Street and Albermarle Street.

Disadvantages
Due to the turning requirement for buses, the number of bays required in the brief is not met. A large vehicle junction on Keppel Street is required which causes conflict to major pedestrian desire lines. The Interchange is delivered in two buildings which results in Terminal 2 having a poor connection to Metro level. Vehicles still dominate Keppel Street and Fowler Street.
The Interchange building is located at the edge of the rail line, resulting in the loss of the embankment. This has major structural implications on the existing embankment and requires massive structural piling solutions.
Multiple entrance points create a complex movement pattern and issues regarding security and management.

OPTION 2



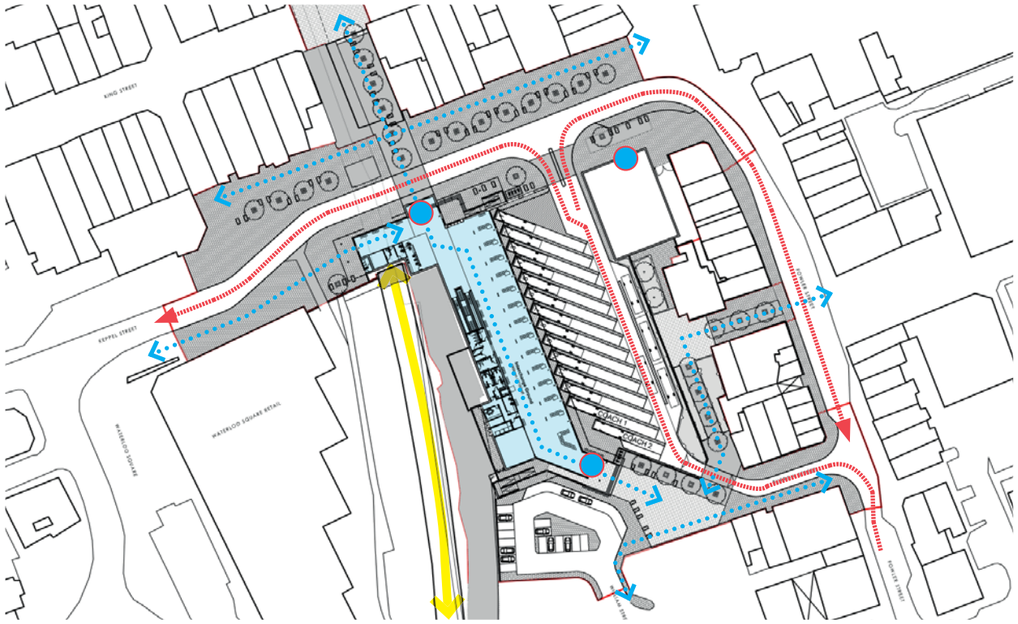
Option 2

Accommodation:
9 Bus Bays
2 Layover Spaces
0 Coach Spaces

Advantages
Bus access and egress is consolidated into a single point on Burrow Street from Fowler Street. This reduces any traffic conflict with pedestrians on Keppel Street. A single building is created with large frontage on Keppel Street. The existing rail embankment is retained and the structure spans across the embankment at upper levels, reducing the structural implications.

Disadvantages
Due to the vehicle manoeuvres, bus accommodation is too low. The scheme provides a large impact on the Burrow Street junction by accommodating both access and egress provision for buses, resulting in pedestrian conflict.
Areas of the Interchange are still disconnected from the rail level link by the large bus areas.
The space left behind the existing Fowler Street properties is poor and inadequate for access.

OPTION 3



Option 3

Accommodation:
12 Bus Bays
3 Layover Spaces
2 Coach Spaces

Advantages
The accommodation is condensed into a single building which hugs the rail line embankment. Visibility for buses along a single elevation are good, and all bus bays have a good connection to the rail level access.
Entrances into the building are defined to Keppel Street and William Street with a more legible linear layout between. A unit with good frontage for retail layout is provided on Keppel Street and the Albermarle Street connection is improved to retain the Annie McCarthy's public house.

Disadvantages
The layout provides a "drive in - reverse out" manoeuvre to bus bays, which although is not as preferred as a drive through option, is proven to work and is in place on numerous bus stations and Interchanges. The layout is most efficient in respect of accommodation provision.

Development of the brief
Following initial consultation with STC, Nexus and the bus operators, the brief was amended to provide 14 bays and 1 coach stop. This is reflected in the proposal.

Form and Appearance

Option 3 has been progressed to explore the massing relationship to the site, the functionality of the building, and the proposed appearance.

The building provides the main bus and circulation spaces at ground floor as a single storey building. The main entrance on Keppel Street projects to define the space from the rest of the building.

The rail link to the upper platform is shown as a central vertical projection which slopes between the two forms, following the internal line of the stair and escalator.

The two elements are defined as two independent material objects. The lower level in a reflective metal surface and the upper level as a translucent back lit material. Both elements reflect and transmit light to promote movement associated with building use.

Massing and Organisation
The principles of the layout separate access and egress into the Interchange for buses. This defines the pedestrian entrances into the building and reduces conflict with vehicles. Clear sight lines are created between the building and the context, promoting defined, legible movement patterns.

4.0 DESIGN PROPOSAL

4.1 USE AND AMOUNT

Use and Amount

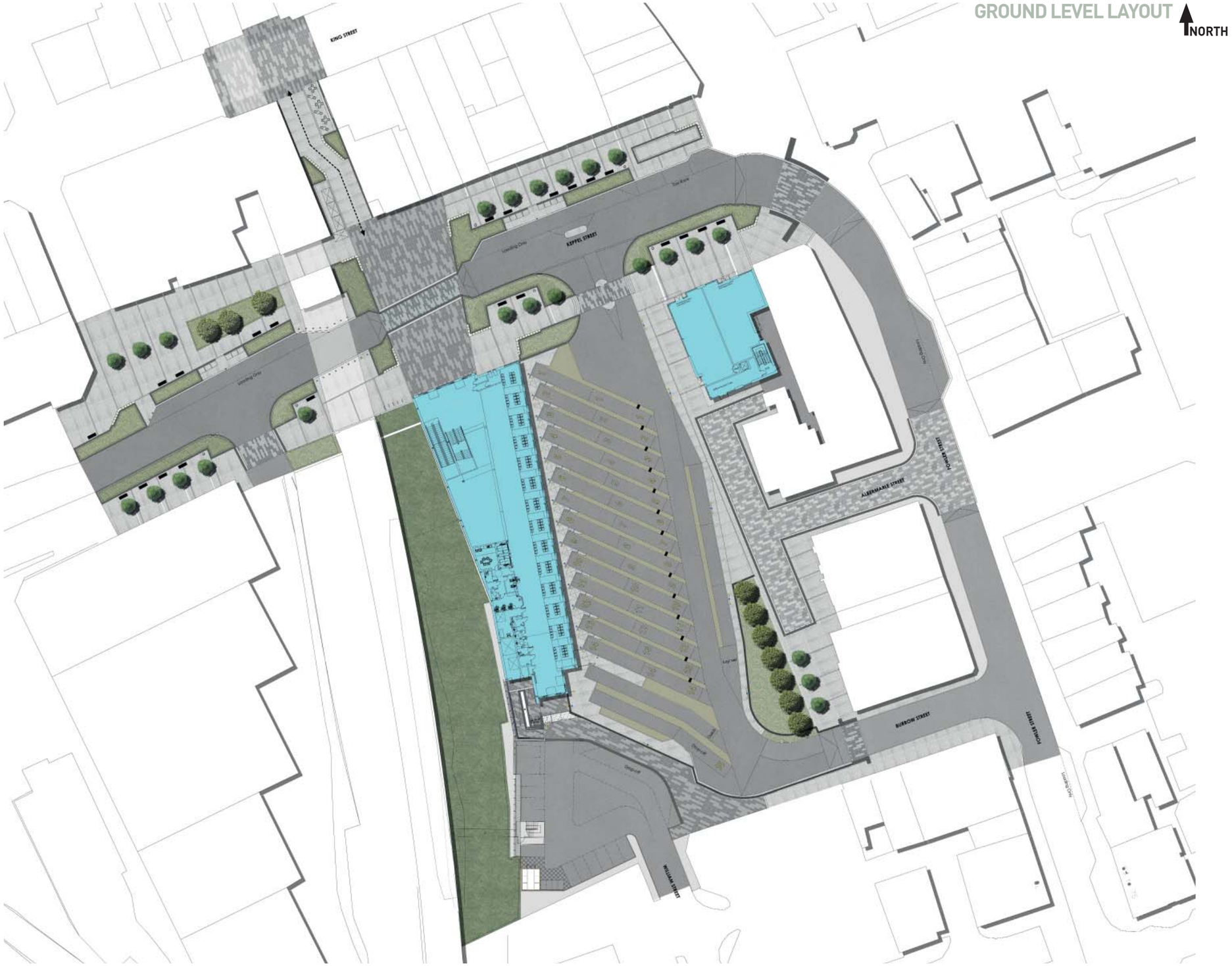
The application proposes the demolition of the existing Metro Station to the north of Keppel Street, and all existing buildings to the south within the red application line, including the Post Office. The proposal is to introduce a new Interchange building which consolidates bus and rail transport into a single building. The proposal will include a new bus station at ground floor with a Metro connection above.

The proposal will also include a separate new building with retail accommodation at ground and offices above. This building will continue the building frontage onto Keppel Street and replace numbers 5 and 6.

Around the site the public realm will be enhanced to improve pedestrian connectivity and create an environment which will become an integral part of the overall 365 masterplan.

Accommodation

Application Site Area:	2.7 acres 1.1 hectares	
Gross Internal Areas:		
Interchange GIA: Total		1674sqm 18019sqft
	Ground	1158sqm 12465sqft
	Mezzanine	184sqm 1980sqft
	Platform Level	332sqm 3574sqft
Bus Bays		14
Coach Bays		1
Passenger Drop Off Bus Bay		1
Flexible Coach / Bus Bay		1
Layover Bus Bays		3
Customer Drop Off Parking		15 Spaces
5-6 Keppel Street GIA:	Total	1108sqm 11927sqft
	A1 Retail	
	Ground	293sqm 3154sqft
	B1 Office	
	Ground	56sqm 603sqft
	First	382sqm 4107sqft
	Second	377qm 4055sqft



Site Layout – General Principles

The scheme is designed with the primary objective to consolidate bus and Metro transport into a single facility. The building is located along the eastern edge of the Metro embankment on a north south axis. The building provides entrances to the north on Keppel Street and to the south on William Street. Bus bays and vehicle circulation is accommodated to the east of the building. The linear layout of the building allows buses to be located along the full length of the building façade. Bays are provided to accommodate 14 standard bus parking bays with direct entrances into the building. The linear layout optimises visibility and creates an efficient building layout. Various studies have been carried out looking at bus layouts to determine the most efficient solution to this site. Buses access the Interchange from Fowler Street through a reconfigured Burrow Street, and egress onto Keppel Street. The Interchange building is designed to be a continuation of the route north from Crossgate to Keppel Street, reinforcing the building as a gateway landmark in the town.

The Interchange building includes vertical circulation to transport passengers up to the rail level above.

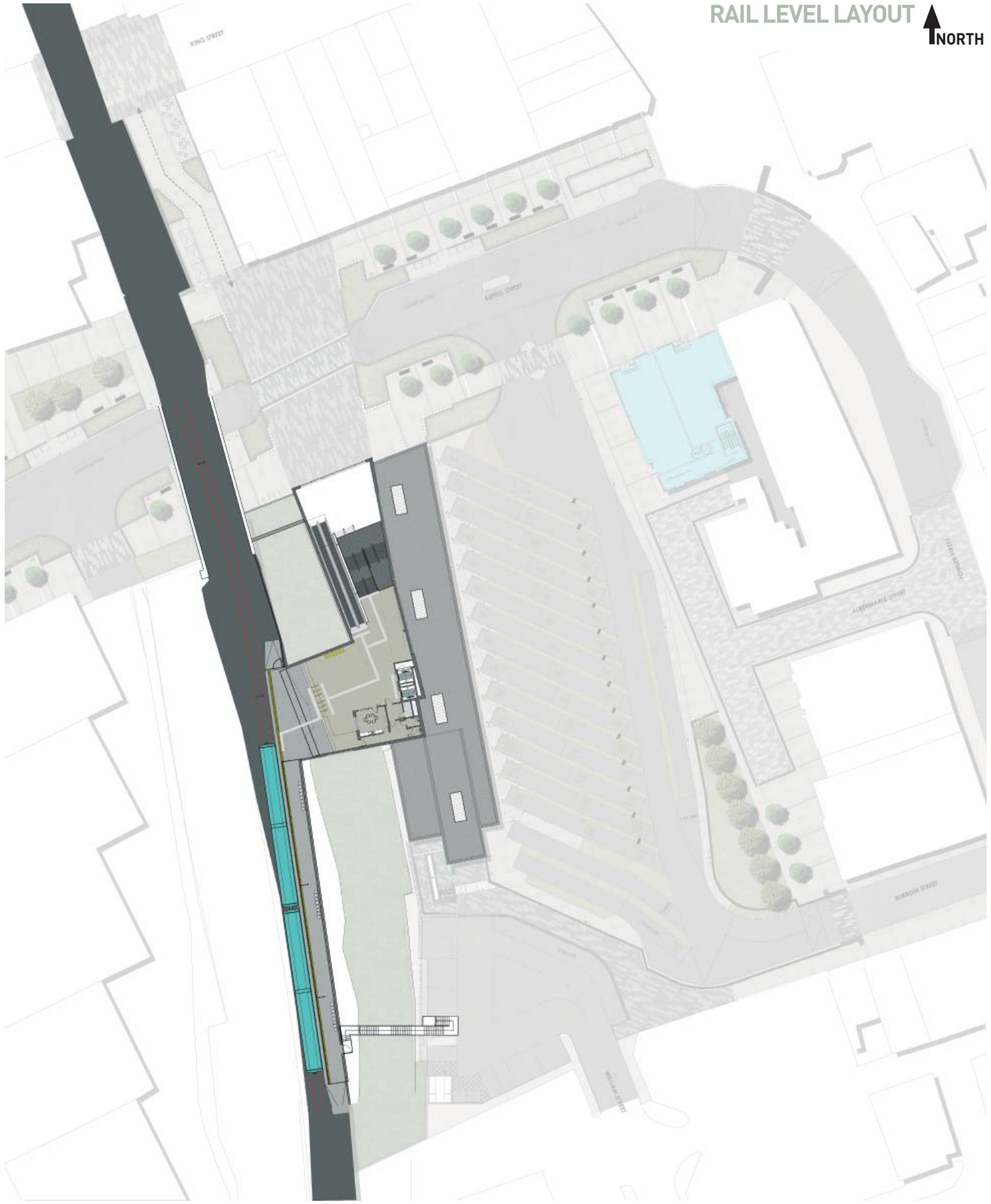
The building form widens out onto Keppel Street. This maximises the visual connection to the town centre and the approach from King Street. The existing Metro station is to be demolished and the space used as a public route through to King Street. As established previously, the current Metro facility is used as a strong public route through from King Street and by removing the existing structure and enhancing the public realm the route becomes more accessible.

The Interchange and the new link through to King Street are joined by the new Interchange Square which crosses the new alignment of Keppel Street. This area is to be dealt with as a Section 278 application and is illustrated here to identify the overall design principle which will provide the whole Interchange development. The new Keppel Street alignment is reduced to an overall single carriageway, and the large infrastructure of Keppel Street and Smithy Street removed. Interchange Square provides a direct link across the space through to King Street. To reinforce the pedestrian movement around Keppel Street, a series of low level planters are introduced. These structures define the edges of the road and separate pedestrians from vehicles This also focuses pedestrian movement to across the square from the Interchange towards King Street. The raised planting structures define crossing points which control circulation and make the space safer.

Two service laybys are introduced along the northern edge of Keppel Street. These are introduced to replace the Smithy Street service zone to the buildings backing onto King Street.

To the south of the Interchange, a public drop off and short stay parking area is provided. This facility allows public vehicles and taxis to drop off at the Interchange without entering the restricted vehicle areas at Keppel Street.

To the east of the Interchange site, a new building is proposed as a link to the existing Riddicks building on the corner of Fowler Street. This proposal completes the street scene on Keppel Street and introduces an active frontage which will wrap around the corner and face the Interchange. Albermarle Street through from Fowler Street is closed off as a through route. This now provides service access to the Fowler Street properties and the new 5-6 Keppel Street. The space is designed as a dual purpose area which also creates an alternative pedestrian route past the Interchange site.



Rail Level Layout and Structural Strategy

The Interchange building is located at the eastern edge of the rail line on the bottom of the embankment. The building is designed to be constructed outside the existing embankment and retaining wall line to remove any risk of destabilising the embankment during construction works. This enables the Interchange to be constructed, whilst largely maintaining the existing Metro as a live service.

The platform link at rail level will span across the embankment to the Interchange building, again removing any intrusive piling structures within the embankment. The platform structure will be supported at rail level, reducing the risk of embankment destabilisation. The alignment of the existing Metro line will be amended to accommodate the new platform position. Upon completion of the new Interchange works, the existing Metro facility can be decommissioned and demolished with minimal disruption to the service. A detailed construction and phasing programme for the construction and implementation of the Interchange is being developed with Muse, Nexus and STC.

4.3 SPATIAL STRATEGY

New Square
Provides an important pedestrian connection and a visual demarcation of principle movement

Primary Pedestrian Loop
Important desire lines are created as loops around Keppel Street to encourage pedestrian movement in key areas and restrict movement across vehicle areas

Primary Pedestrian Movement
Line of major pedestrian desire line

Structure
Line of structural landscape element to define the street

Metro Link
Line of upper Level Metro connection

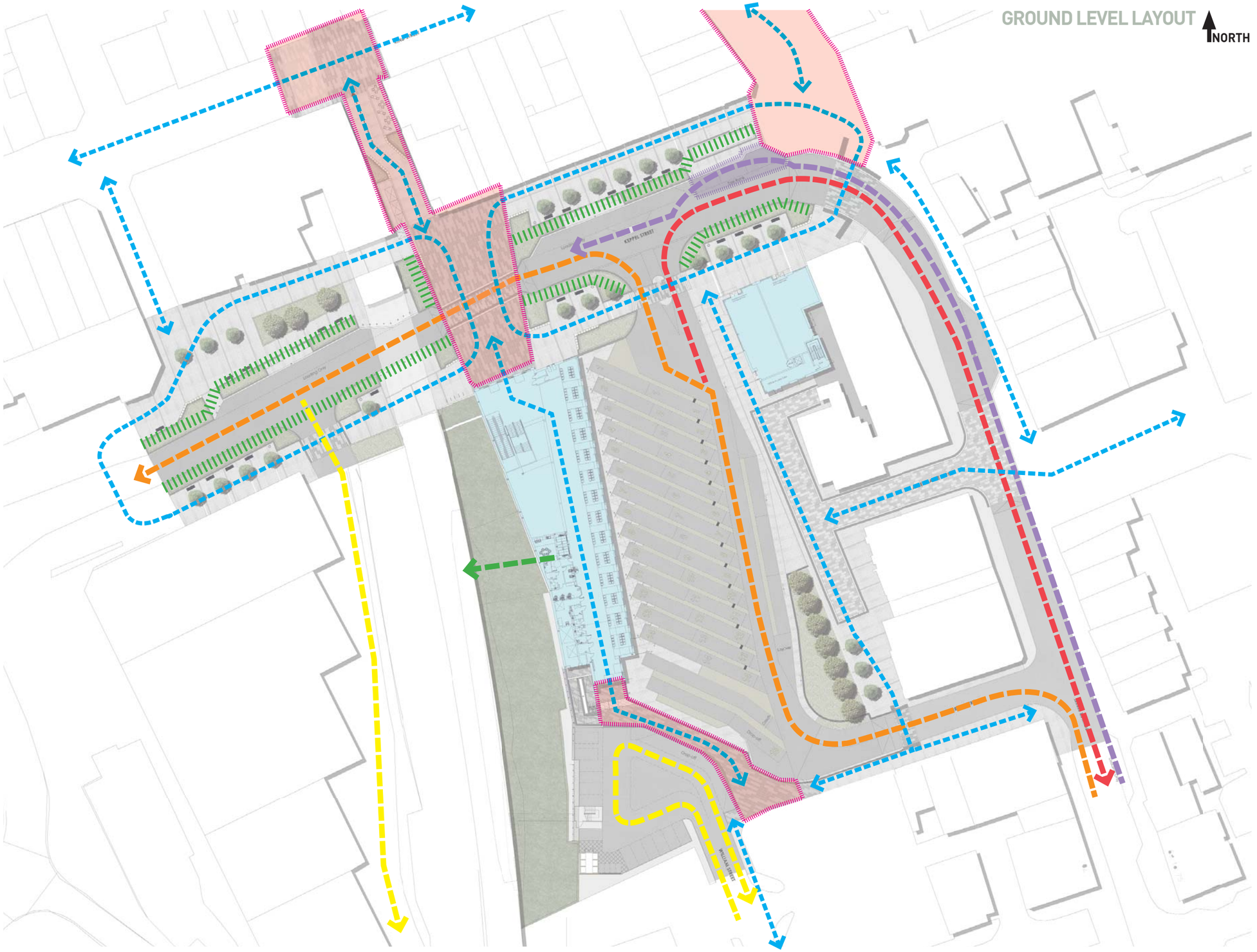
Primary Bus Movement
Line of major bus route

Secondary Bus Movement
Line of secondary bus route

Public and Service Vehicle Movement
Line of vehicle movement

Taxi Movement
Line of vehicle movement

Taxi Drop-off
Area designated for taxis



4.3 SPATIAL STRATEGY

Movement

The design intent behind the development of the Interchange and the surrounding areas is to improve movement for both pedestrians and vehicles, and enhance connectivity between public transport and the town centre.

The layout of the Interchange itself clearly separates pedestrian movement from buses. The design provides a full visible connection between the public and the buses at all times to optimise legibility. The parallel movement of buses and pedestrians through the Interchange reduces any desire for pedestrians to enter the bus areas.

Keppel Street has been designed to re-organise pedestrian and traffic movement to create a more legible, safe environment. Pedestrian and vehicle movement are clearly defined and separated. Dedicated crossing points minimise any desire for informal crossing points which would conflict with vehicle node points such as the egress from the bus station.

Public realm areas have been widened and vehicle areas reduced to improve the visual connection between pedestrian and vehicle. The material palette for the public realm is designed to define spaces and follow a material specification used throughout the town to define spaces and crossing areas.

Vehicle movement is reorganised around the Keppel Street to Fowler Street junction. The Interchange will include a revised one-way bus route through the town which will reduce traffic on this important corner. The majority of buses leaving the Interchange will head west towards Coronation Street, while some services will exit east along Fowler Street. By bringing buses into the Interchange from Burrow Street, traffic movement on the Keppel Street corner is reduced. The crossing over from the King Street / Ocean Road square is given more prominence as a major link to the new transport Interchange.

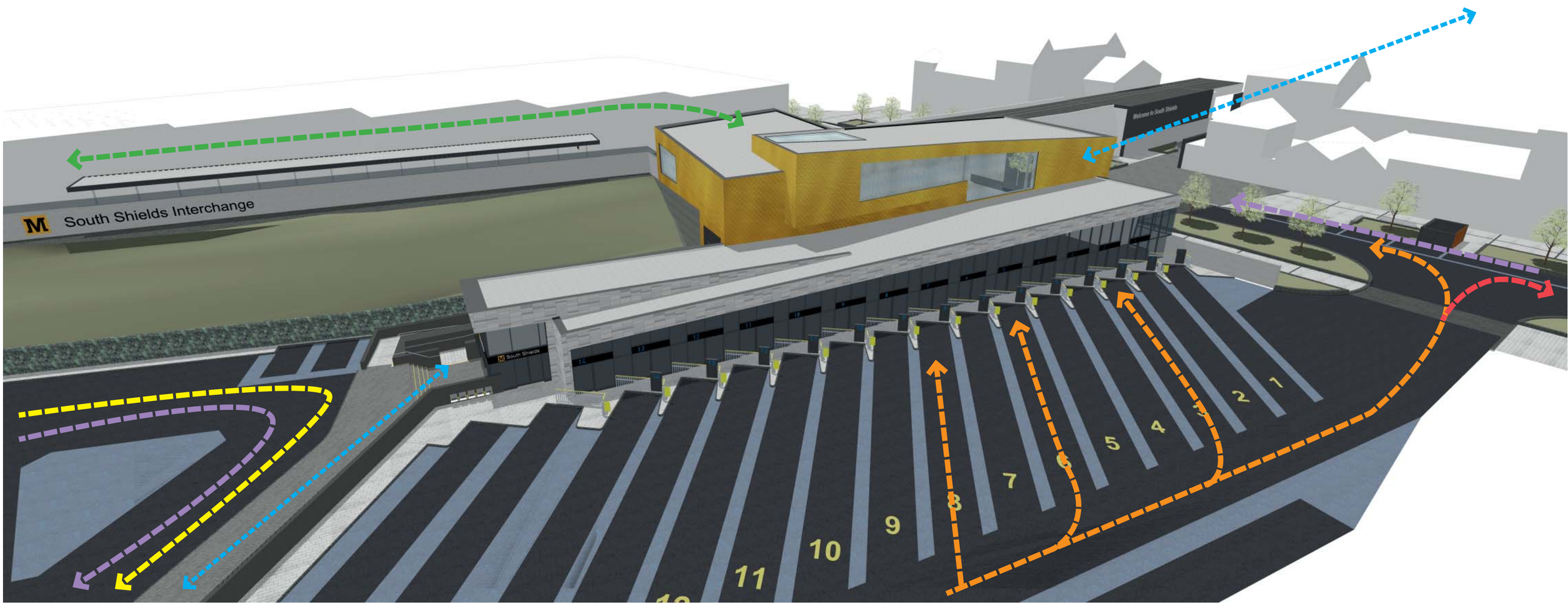
Public vehicles are restricted from access across Fowler Street and Keppel Street, therefore public access by vehicle to the Interchange via a drop-off area is accessed from William Street to the south. This car park and drop-off area provides a defined space for taxis and vehicles to approach the Interchange and further reduces any conflict with pedestrians in the main areas of circulation around Keppel Street towards the town centre.

Cyclists are encouraged to make use of the cycles rack provided at the front and rear of the Interchange where bicycles can be left in a safe and secure area in public view.

Arrival by Metro

Passengers using the Metro will now be integral with buses in the new Interchange. The existing Metro Station is removed, and the platform moved south of Keppel Street to the embankment adjacent to the Interchange. This enables a direct physical connection between the platform and the Interchange building.

The Interchange includes improved vertical circulation via parallel stairs and escalators at the front of the building, and also moving people horizontally through the building to the main concourse area at ground. The public then have a choice to exit directly into Interchange Square and the town, access a bus service, or egress south towards the Town Hall area. All pedestrian movement is in an environment away from vehicle activity at this point. The building therefore will encourage people to dwell, use the customer information, and become a tourist gateway into the centre of South Shields.



4.3 SPATIAL STRATEGY

Bus Movement

The proposed layout is designed to create efficient bus movement through the Interchange area. As identified previously, various layouts were explored to determine the most efficient layout and the drive in and reverse out approach was the most successful.

Buses enter the Interchange from Fowler Street on the reconfigured Burrow Street alignment. A new tabled crossing over Burrow Street indicates the entrance to the vehicle areas. Pedestrians are not permitted to enter the bus areas at this point and a perimeter wall at the edge of the kerb provides no means of access.

Buses ramp down into the bus drop off area. Bus bays are located along the left, adjacent to the Interchange. The immediate bus bay is number 15. This bay provides a drop off facility if the bus enters the Interchange with passengers to alight. From this location, the bus can drop off passengers and then move to the desired bay for collection. The adjacent bay provides coach access. The space around this bay is larger to accommodate baggage doors. Passengers from both the coach and bay 15 enter the Interchange at the dedicated southern entrance door. This restricts passengers from entering the bus areas. All passengers must enter the Interchange to leave the bus area.

General bus bays run from north from 14 to 1. Each bay has an increased set down space in front of the Interchange doors. The design of this space was an outcome of a live vehicle exercise by the bus operators. The Interchange plan was marked on the ground and the buses made the necessary manoeuvres. The test was successful, and it enabled us to understand that a larger set down space in front of the Interchange building would aid circulation. This was also reviewed with David Burdus, the accessibility consultant who welcomed the increased space.

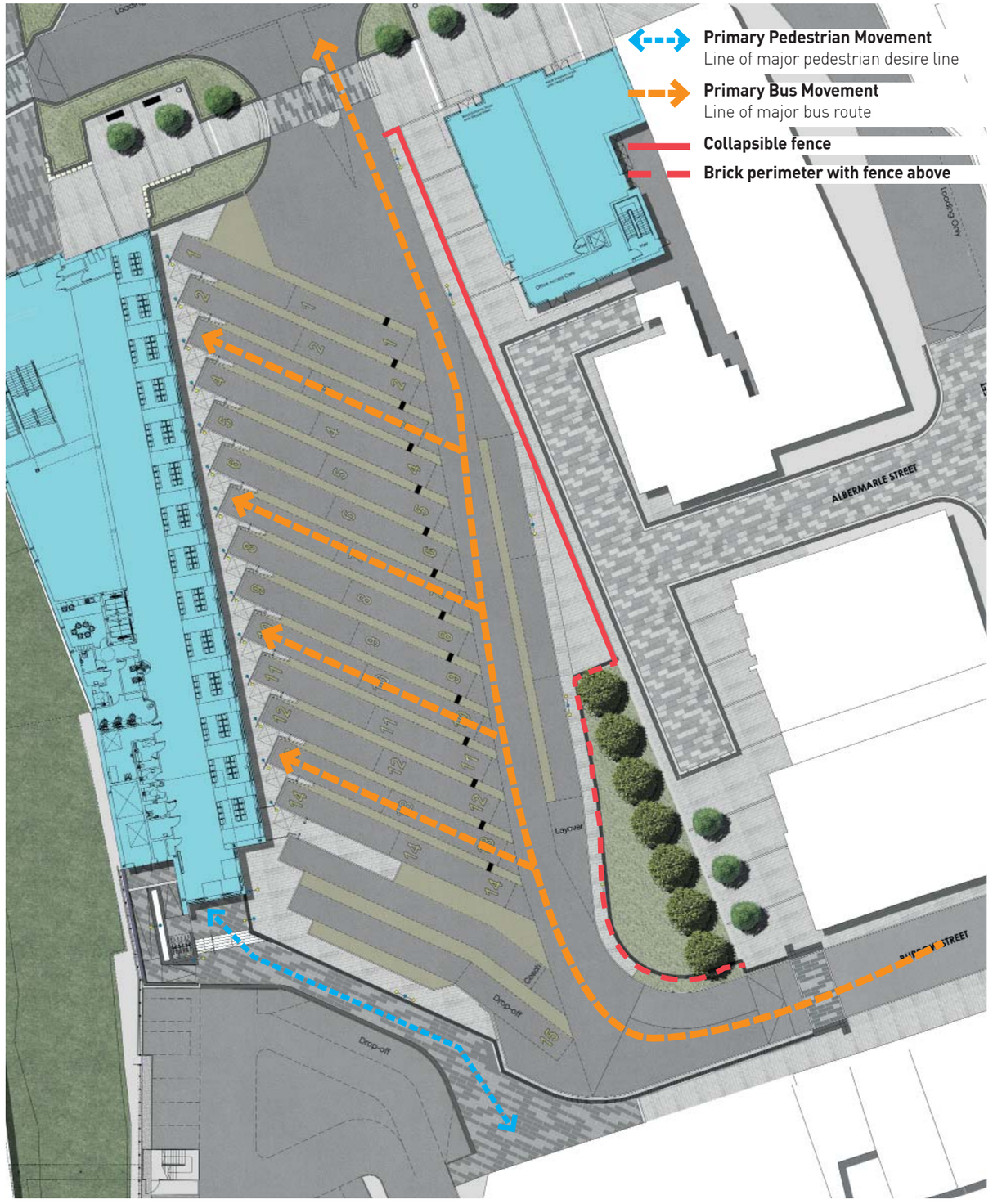
Three bus layover spaces are provided to the eastern edge of the Interchange area. This facility allows buses to park in the Interchange during services. Buses leaving the layover spaces egress the Interchange on Keppel Street and turn left back onto Fowler Street and enter the site and the required bus bay to the Interchange.

Pedestrian Connection

The bus set down areas have been carefully considered to minimise conflict with buses. Each bay includes a metal rail around the perimeter of the zone, with a space to allow access to the buses. The Interchange bus bay doors are to include a security override which ensures they will only open when a bus is in the bay. The bus will complete the secure area of the set down space and at this point it is safe for passengers to leave the building. As part of the rail system, a brush barrier is introduced on the edge of the set down space. This allows buses to drive close to the secure zone, closing the space completely and ensuring no space for pedestrians to enter the bus areas.

Secure Perimeter

The boundary to the bus areas will be defined with either solid walls or metal rail fence lines. This reduces any possible desire for pedestrians to move across the bus areas, and optimising safety. The vehicle access and egress areas are the only open spaces to the perimeter of the Interchange. These spaces have no footpaths or desire lines which enter the Interchange and the areas will be managed by CCTV. All other access is controlled and designed so the Interchange building itself is the only method of circulation.



4.4 PUBLIC REALM

Keppel Street

As previously identified, Keppel Street is reconfigured to shift the perception of use from a vehicular dominated area to a space where pedestrians are more comfortable, and visual permeability and movement is encouraged. Although it is not the intention to turn Keppel Street into a pedestrian priority environment, it is considered important to reduce the size of the vehicle infrastructure and create a more clearly legible environment. A more legible street pattern, and a strong visual connection between bus and pedestrian movement will encourage a safer environment.

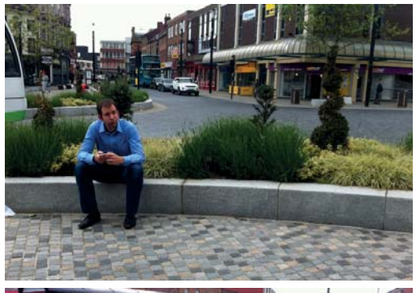
The relationship between buses and pedestrians will be improved further with reduced vehicle speeds through the town centre. The vehicle areas of Keppel Street are reduced to single lane traffic and centralised through the space between the buildings. This increases the size of the pedestrian areas. The new public realm areas are broken down into a series of streets and spaces which interconnect to promote movement. This movement is centralised around the new Interchange Square. This space links the entrance to the Interchange building across Keppel Street and through the new link created by the demolition of the existing Metro Station.

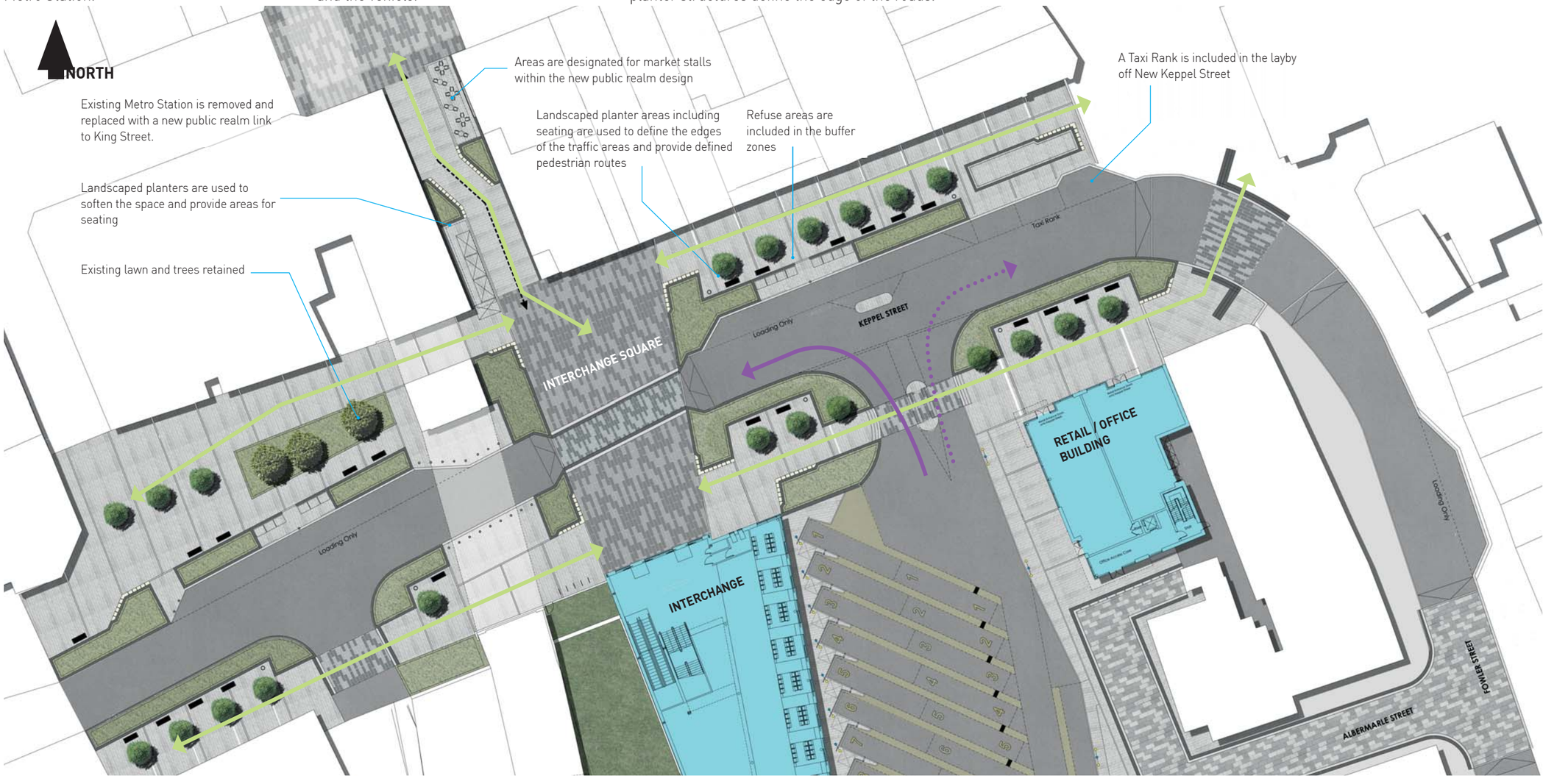
The route is proposed as a high quality square in a granite finish. The material provides a visual connection to the Interchange from King Street through to the Interchange itself. The crossing over Keppel Street is narrowed and includes a raised paved table to reduce vehicle speeds. The crossing point does not indicate pedestrian priority, and the crossing is not controlled to ensure that bus movement is not inhibited. Instead the crossing is designed to slow vehicular traffic and increase drivers awareness of pedestrians in the same environment. The wider public realm space and increased visibility allow this improved relationship between the pedestrian and the vehicle.

There are a number of examples of where this method of traffic control has been adopted and proved successful. Grainger Town in Newcastle is one such example. In the same way as proposed here at South Shields, pedestrians do not take priority of the space, but measures are put in place to make drivers more aware of pedestrian activity.

To increase awareness, pedestrian crossing opportunities are limited to the main crossing areas at Interchange Square, an enhanced controlled crossing over the Fowler Street corner, and the existing zebra crossing south of Argos. To restrict informal crossing, raised planter structures define the edge of the roads.

The planter structures use raised granite kerb stones to define edges to the planting zones. The granite material provides a suitable robust material for this heavily trafficked area. The edges provide a varied height in strategic areas and include stainless steel seating. The improved public realm and seating provision encourages people to use Interchange Square as a meeting place.





4.4 PUBLIC REALM

4.4 PUBLIC REALM

William Street / Burrow Street Access

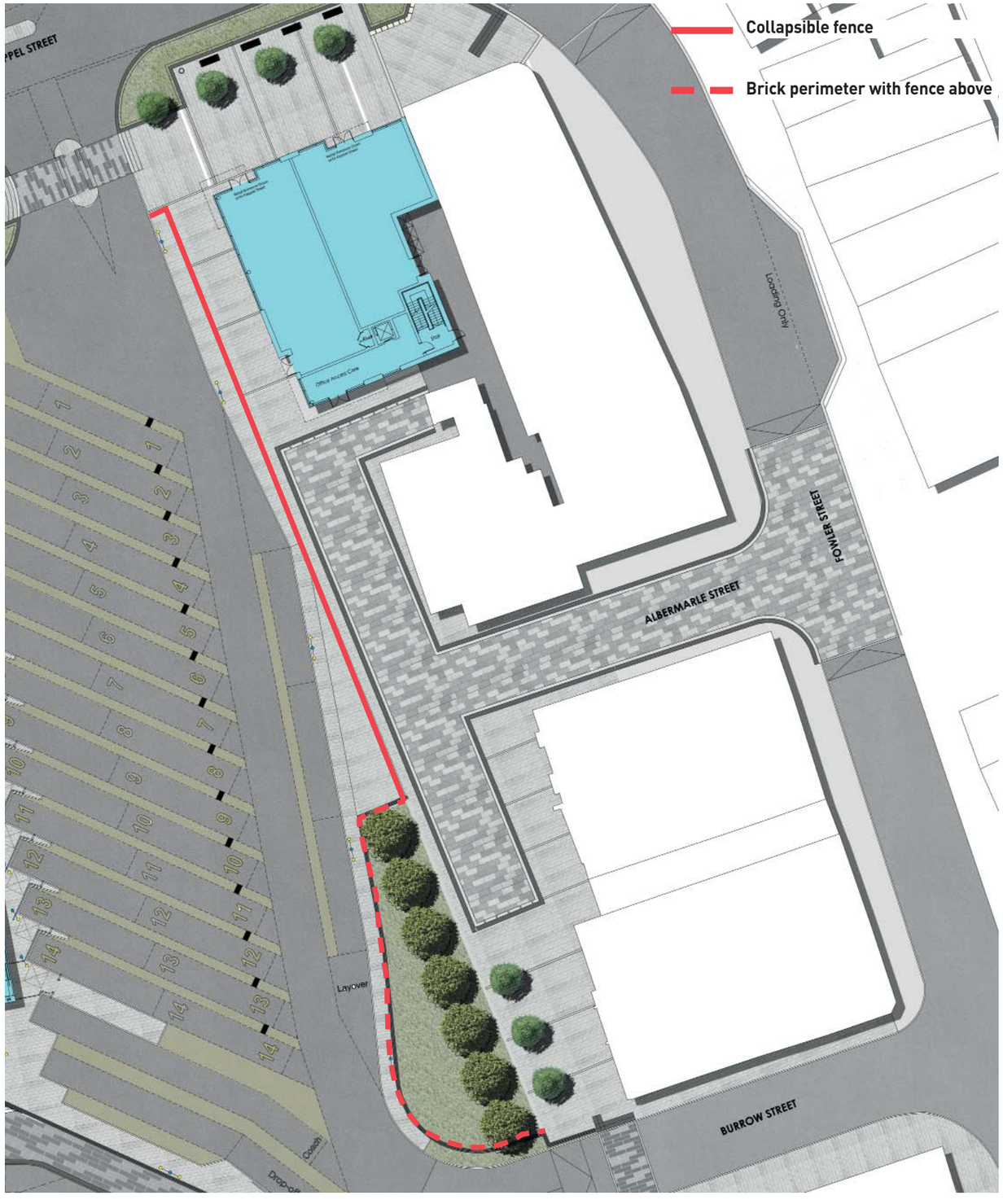
Access from William Street to the south of the Interchange is provided for pedestrians and public cars. As the rest of the 365 masterplan comes forward, this southern entrance will provide an important link to the Fowler Street West development site. For this phase of development, the southern entrance is designed to connect with William Street which leads through to Garden Lane and Crossgate. Having a public drop off area for vehicles at the southern access ensures that public vehicles are separated from bus movement.

The drop off area provides 15 short stay parking spaces, 4 motor cycle spaces, cycle parking and a drop off layby which can be used by taxis. This is provided as a one way loop. This area will also provide access for service vehicles and refuse collection.

The Interchange building is set at a level 750mm below the level of this drop off entrance. The building steps down in this point to ensure the building is a level threshold throughout, and all buses can access the building at the same level. To accommodate the level difference, a series of steps and ramps are included at the southern entrance doors. A retaining wall runs along the southern edge of the bus area from the building and defines the public access from the bus zone.

The entrance area to the building and drop off area is marked by the same feature granite material as Interchange Square. This space provides links through to William Street and Burrow Street for pedestrians.

Burrow Street itself is reconfigured and provides access for buses entering the Interchange. A raised paved crossing point is provided over Burrow Street which indicates the entrance to the bus zone. Flanking walls around this access point restrict pedestrians from entering the bus station from the vehicle access.



Albermarle Street

The existing Albermarle Street link through the site is retained but closed off at the rear of the Annie McCarthy's pubic house. A turning head is provided to the street to provide service vehicle access for the Fowler Street properties and the new 5-6 Keppel Street building.

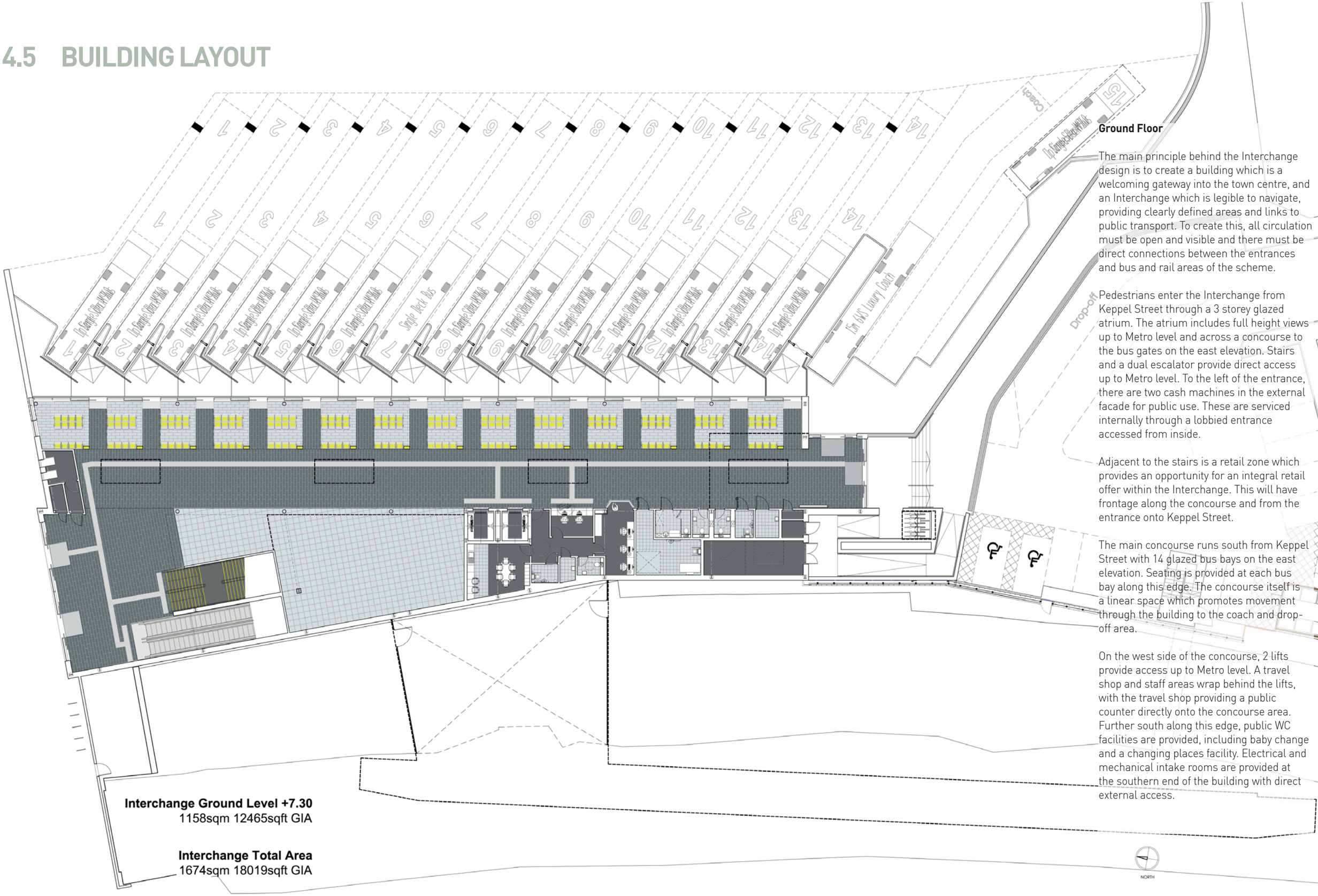
The space behind the Fowler Street properties where the turning head is provided will be a paved shared surface environment. Vehicles are limited to service access only in this point, therefore pedestrian priority can be provided. The shared surface will include paving types and kerb definition as previously approved for the Market Place scheme. This ensures legibility through the town for both pedestrians and drivers to understand.

The shared surface space allows a pedestrian link to be created running north from Burrow Street to Keppel Street. This provides an alternative route for pedestrians should the Interchange be closed at night.

At the northern point of this route to Keppel Street, a new building is introduced on the plot of 5 and 6 Keppel Street. This building will provide retail accommodation at ground floor, and office accommodation above. The retail accommodation will support the town centre and provide activity onto Keppel Street, and the office above will encourage upper floor activity and provide relocation opportunities for businesses wanting a presence in the town. The layout of the building is designed to create an active frontage on the north south and west elevations, animating the new Albermarle link to Keppel Street.

The building line retains the service access point at the rear of the Fowler Street properties. This is accessed from the northern point of the service turning head off Albermarle Street. The proposed 5-6 Keppel Street will also be serviced from this point.

4.5 BUILDING LAYOUT



Ground Floor

The main principle behind the Interchange design is to create a building which is a welcoming gateway into the town centre, and an Interchange which is legible to navigate, providing clearly defined areas and links to public transport. To create this, all circulation must be open and visible and there must be direct connections between the entrances and bus and rail areas of the scheme.

Pedestrians enter the Interchange from Keppel Street through a 3 storey glazed atrium. The atrium includes full height views up to Metro level and across a concourse to the bus gates on the east elevation. Stairs and a dual escalator provide direct access up to Metro level. To the left of the entrance, there are two cash machines in the external facade for public use. These are serviced internally through a lobbied entrance accessed from inside.

Adjacent to the stairs is a retail zone which provides an opportunity for an integral retail offer within the Interchange. This will have frontage along the concourse and from the entrance onto Keppel Street.

The main concourse runs south from Keppel Street with 14 glazed bus bays on the east elevation. Seating is provided at each bus bay along this edge. The concourse itself is a linear space which promotes movement through the building to the coach and drop-off area.

On the west side of the concourse, 2 lifts provide access up to Metro level. A travel shop and staff areas wrap behind the lifts, with the travel shop providing a public counter directly onto the concourse area. Further south along this edge, public WC facilities are provided, including baby change and a changing places facility. Electrical and mechanical intake rooms are provided at the southern end of the building with direct external access.

4.5 BUILDING LAYOUT

Glazing the full length of the concourse and the atrium provides substantial natural light levels. This is enhanced through the inclusion of translucent glazed rooflights above the bus concourse.

Bus Bays

14 Bus bays have direct access into the Interchange. The set down space between the bus doors and the entrance to the Interchange has been carefully considered. Site visits to comparable bus stations have been carried out and a test scenario was marked out at the Metro Centre in Gateshead.

As a result of these tests and consultation with the bus operators, the set down space was increased at South Shields to ensure movement between buses and the building is accessible for all. Each set down space is securely marked by barriers to minimise any risk of pedestrians entering restricted bus zones whilst also reducing the desire of pedestrians to cross bus bays.

The angle of the bus bays was determined by considering the necessary angle required for buses to manoeuvre in and out of the space balanced with the maximum number of bus bays achievable in the area. The optimum angle of 55 degrees from the Interchange was deduced from the mark out at the Metro Centre in Gateshead.

An attractive environment with clear legible sight lines and open gate line access to rail level provide the first view of the town to visitors arriving by Metro

Digital advertising and information boards provide an attractive environment and a more intuitive, modern station.

Ticket machines and information point to be accessible from main concourse areas and not in a separate area to ensure customer access is maximised.

Platform Level

The entrance atrium from Keppel Street provides access to the steps and ramps leading up to rail level which is set at 8.7 metres above the ground floor level. This brings pedestrians out onto a central circulation point with direct access to the lifts. This space will include ticket machines, information and help points, prior to passengers moving through the gate line onto the platform.

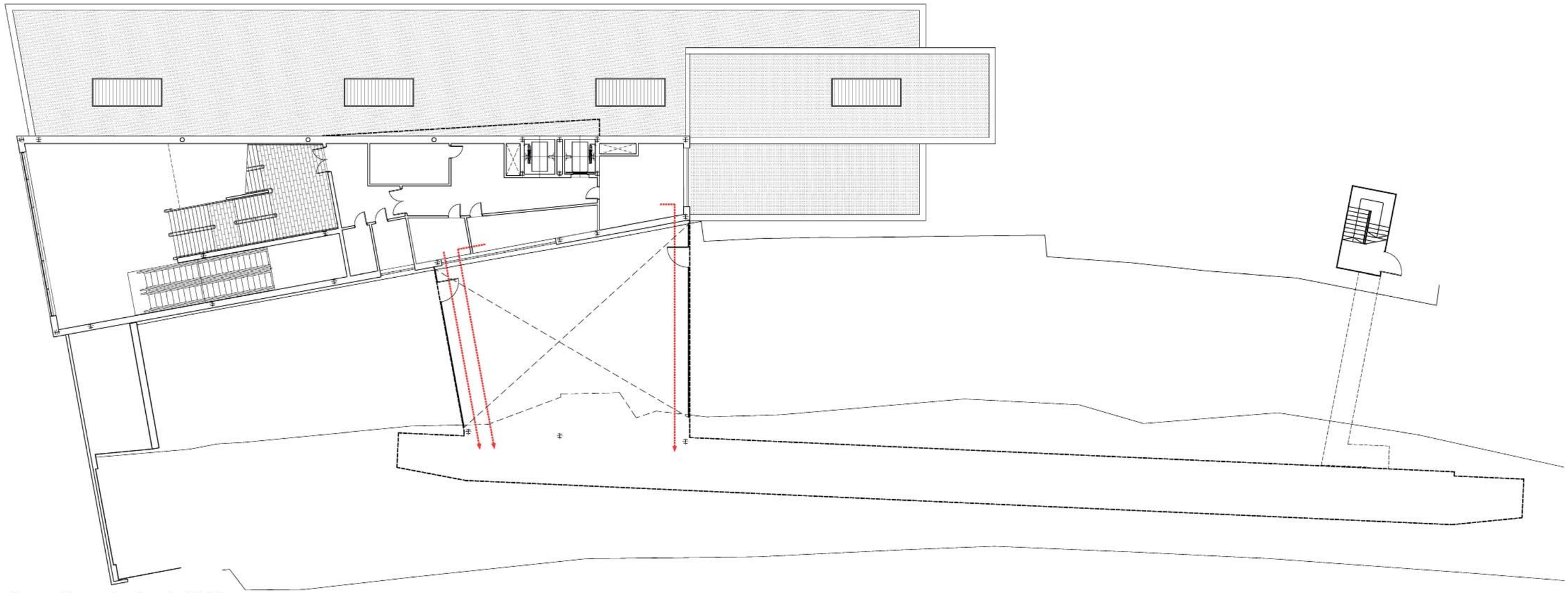
As identified previously regarding the bus movement, various case study Metro and rail stations were visited, and it was determined that this circulation space is very important. People will use this space to meet, gather information and set off on their journey. The space in the existing Metro between circulation and the gate line measures 69sqm. The proposal includes a circulation space measuring 228sqm.

The size of the gate line is also increased. This improves movement between the platform and the building, but also provides a greater visual connection as visitors to South Shields access the town by Metro.
The platform itself is constructed on the top of the embankment at the existing rail level. A single linear platform ensures optimum visibility throughout. A concrete platform upstand to the rear prevents access onto the landscaped embankment. A full length canopy along the line of the platform provides cover for waiting passengers.

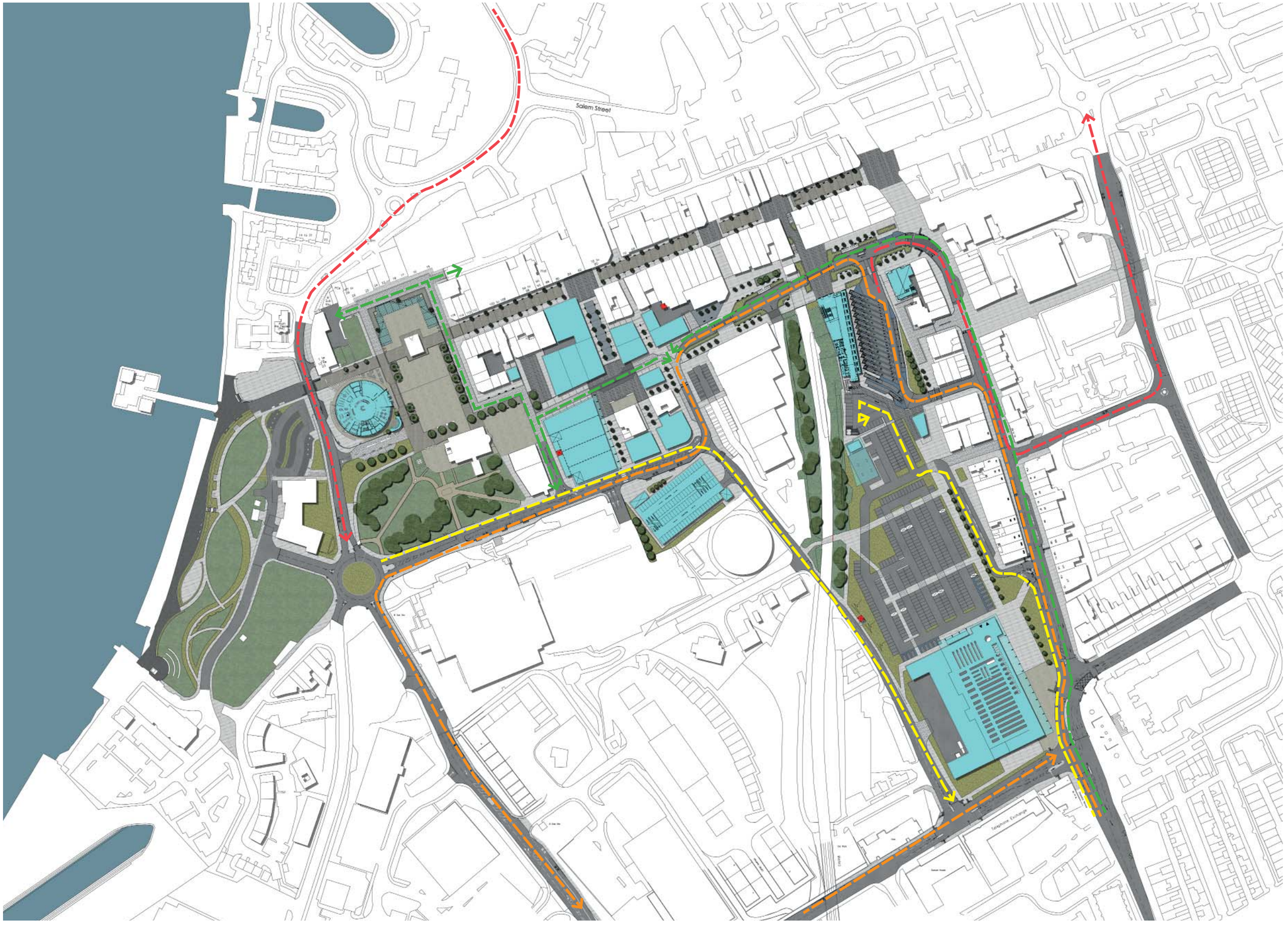
4.5 BUILDING LAYOUT

Mezzanine Level

The Interchange is an important landmark building and will be viewed from multiple aspects around the town centre. The design strategy therefore is to minimise any plant or servicing equipment on the external envelope. All plant equipment is designed to be accommodated internally within the building at a mezzanine level. This level sits above the ground floor accommodation, below platform level. The space includes lift and stair access from the main concourse area but ensures no plant is visible to the



4.6 MASTERPLAN AND PHASING



Masterplan

As identified previously, the Interchange is an important part of the masterplan. Once complete, the Interchange will minimise bus movement through the town centre, thus enabling the opportunity to reconfigure the town centre to create a more cohesive environment based around connectivity.

The masterplan opposite shows the principle vehicle movement lines to illustrate how vehicles will move around the town once the masterplan is complete. The concept is similar to the existing scenario, however the main objective is to remove the Chapter Row central street, and increase the pedestrian area of King Street south to create a wider town centre network.

To enable the Interchange to function as a standalone facility, prior to the establishment of the full 365 masterplan, an interim solution has been developed which incorporates the Interchange application with necessary section 278 highway works. Some of these works will be installed as abortive interim works, however the main principle will follow the future masterplan design.

Primary Service Movement
Restricted to hours

Primary Bus Movement
Line of major bus route

Secondary Bus Movement
Line of secondary bus route

Public Vehicle Movement
Restricted from public areas

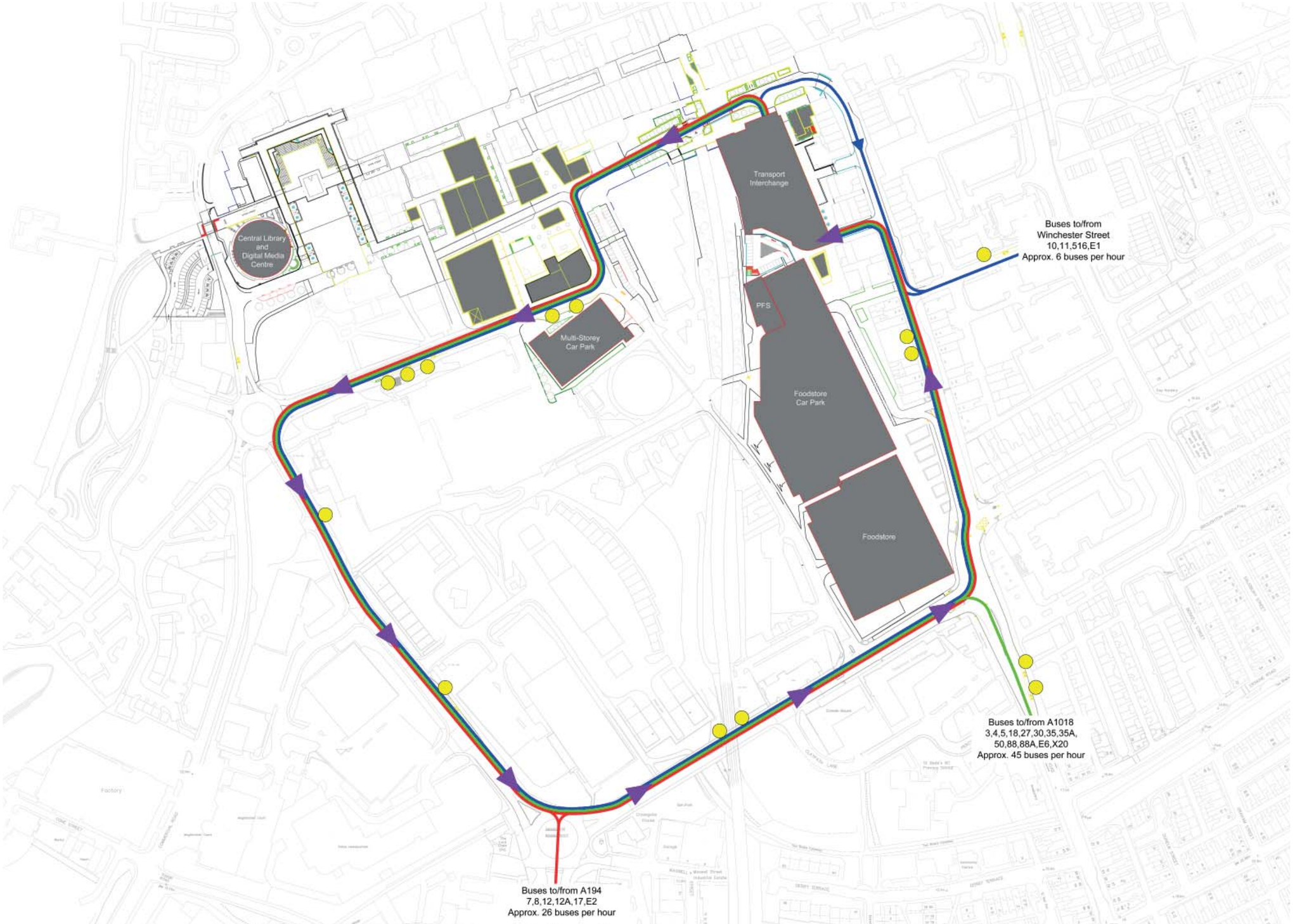
4.6 MASTERPLAN AND PHASING

Bus Route Proposal

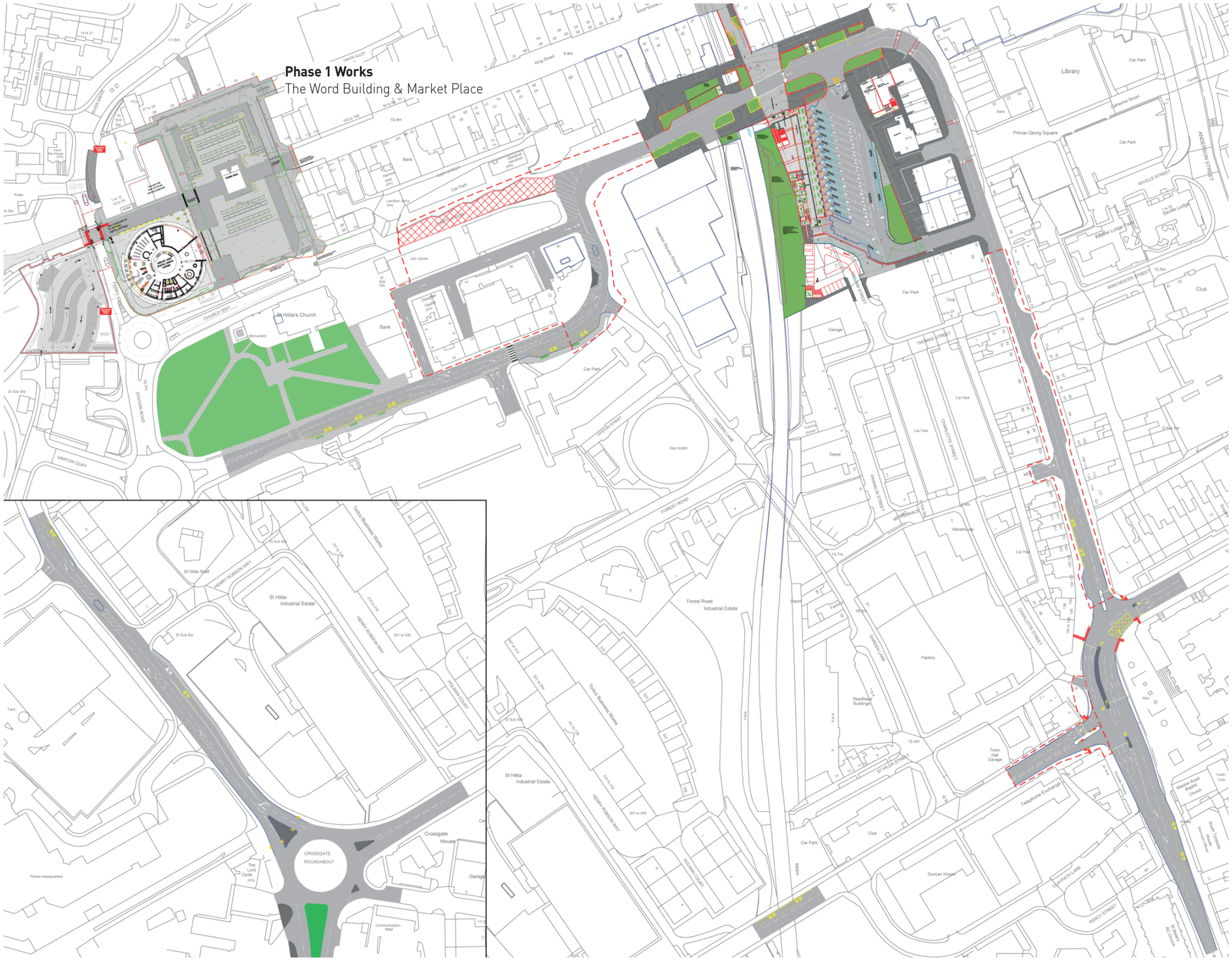
The plan opposite illustrates the reconfigured bus route in detail. The circulation around the town centre follows a similar principle to the existing movement, however the new Interchange system adopts a one-way movement in an anticlockwise direction.

Buses enter the Interchange on Burrow Street from Fowler Street. Buses then egress onto Keppel Street with the majority of services moving west towards Coronation Street. The Chapter Row route to Ferry Drive is removed to accommodate the reconfigured Barrington Street area.

A smaller number of services may travel east from the Interchange on Fowler Street towards Winchester Street.



4.6 MASTERPLAN AND PHASING



Interim Proposal

The Interchange will be constructed and operational before further works can be implemented in the 365 masterplan. To ensure the Interchange operates successfully, a number of highway improvement works associated with the masterplan are brought forward as Section 278 highway works. These include:

Keppel Street

Keppel Street is reconfigured as per the masterplan proposal to create a single carriageway. All associated public realm and landscape works are included.

Fowler Street

Localised kerb alignments are amended to create new crossings at the north of Fowler Street. Road markings and signage are adjusted along the full length of the route.

Crossgate / Westoe Road

Localised kerb alignments are adjusted and a new road marking system is introduced to improve traffic flow.
A new bus stop is introduced west along Crossgate.
A new bus stop and bus lane are introduced at the Crossgate Roundabout.

Waterloo Square / Coronation Street

Road markings are revised to close up Chapter Row and introduce the one-way system from the Interchange on Keppel Street. Public cars turn right onto Garden Lane from Coronation Street and are not permitted into the town centre.
The one-way along Barrington Street is reversed. Two bus stops are created outside the Oyston Street Car Park and the crossing point on Coronation Street is relocated.
The existing bus stops opposite ASDA are improved.

4.7 SCALE AND FORM

Scale and Form Strategy

The previous sections of this document have illustrated the importance of movement as a requirement of the operation of the development. This has a fundamental reflection in the scale and form of the proposal.

Interchange

The proposal is a response to its function. Bus movement through the site dictates the setting out of the ground floor elements to create an efficient bus interchange. The building lines the bus access gates facing east into the site. Access from the Metro arrives into the Interchange at an upper level. The design combines these elements as two separate forms to create a landmark entrance onto Keppel Street.

This entrance is important to pick up movement from the town centre and King Street. As the public enter the Interchange they need to understand both bus and Metro connections. The full height glazed atrium provides a visual connection to both ground and upper levels. This element also provides a built edge to Keppel Street.

The two forms are defined as two distinct material elements which creates a stronger focus on the main entrance position.

The high wall running along the east side adjacent to the building is used to screen the bus bays and affords a seating area to the front of the Interchange.

Due to the orientation of the building, the issues of solar shading and solar gains have been eliminated. The use of translucent extruded glass to the east facing facade on the upper level is conducive to allowing daylight to enter the Metro level and providing an illuminative feature at night.

The scale of the building along the edge of the existing embankment provides a screen to the rail structure and defines the edge of the bridge. As identified previously, the bridges are an important characteristic of the town centre. The location of the atrium entrance on Keppel Street provides a structure which is comparable to the scale of the bridge.

This works to frame the view of the bridge on Keppel Street which at the moment is not achieved with the much lower Post Office building.

5-6 Keppel Street

This building provides retail accommodation at ground floor and office accommodation above. It is an important building which links the existing Riddicks building on the corner of Fowler Street to Keppel Street and the Interchange. As a response, the building is designed to provide active frontages at ground and upper levels which provide activity to Keppel Street and wrap the corner to face the Interchange.

Two storeys of accommodation are provided above the ground floor which reflect the proportion of the Riddicks building. The shopfront areas at ground floor are designed to reflect the height and proportions of the ornate openings on the adjacent existing retail frontage. The office upper levels are designed to reflect the eaves height of the Riddicks building, with two floors split evenly above the retail accommodation at ground floor.

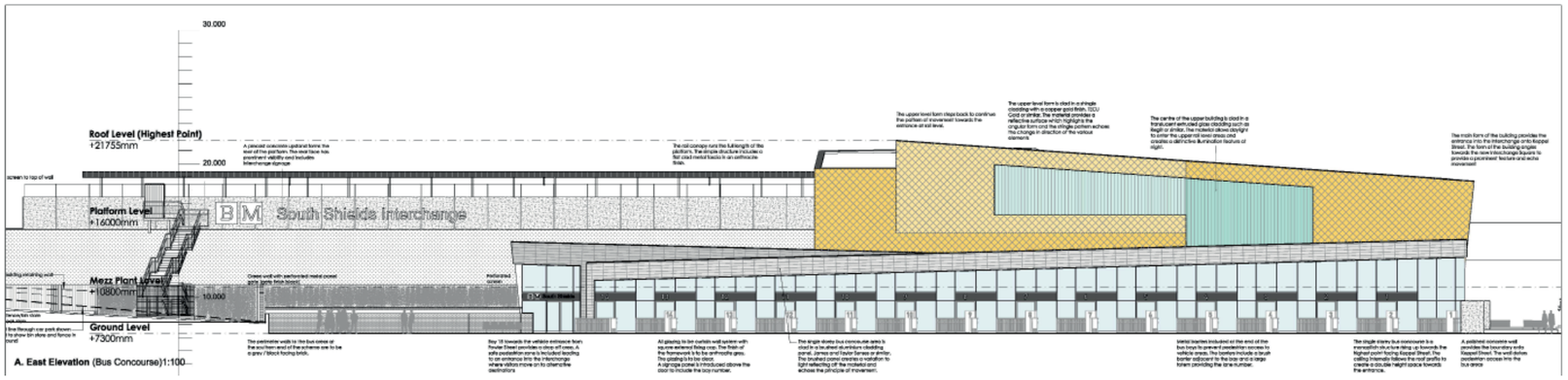
A pitched roof is introduced above the proposed accommodation. This provides a contextual response to the buildings on Fowler Street. The roof is of a comparable scale to the Riddicks building.

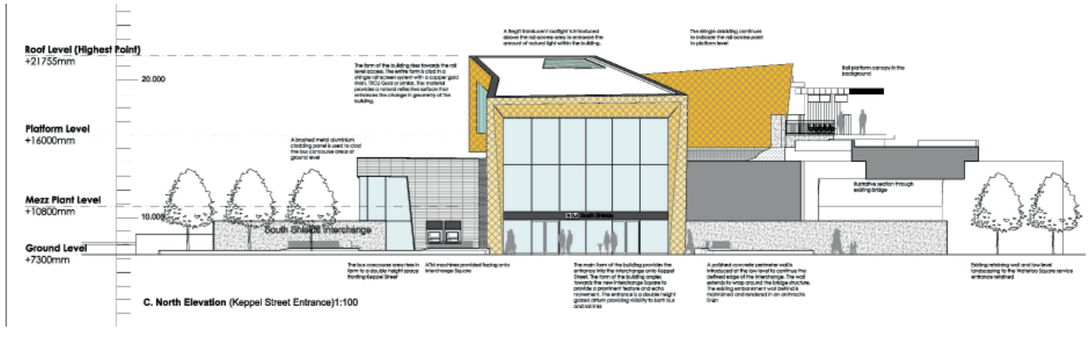
To separate the two structures, a recessed glazed vertical element is included between the proposal and Riddicks. This respects the existing building and ensures there is a visual separation between old and new elements.

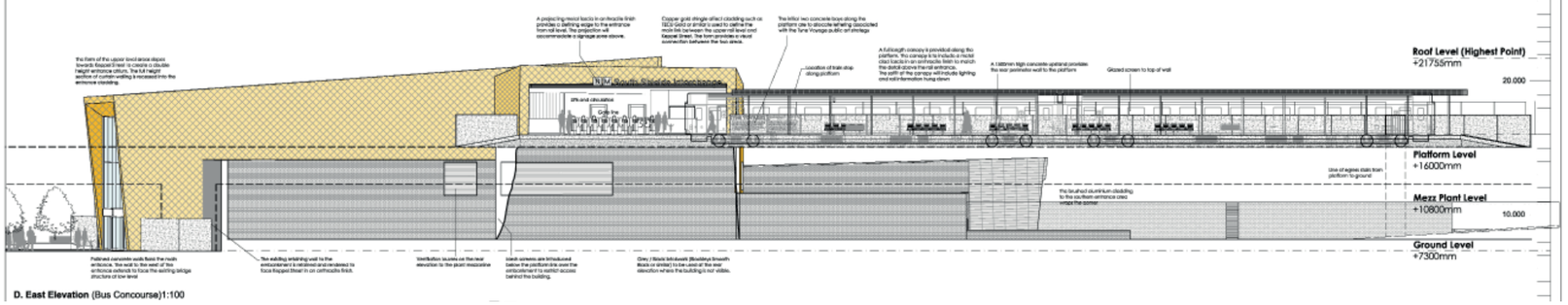
The form of the building continues along the west and south elevations to ensure the building responds to the visual connection to the Interchange, and also animates the new Albermarle Street route through the site.

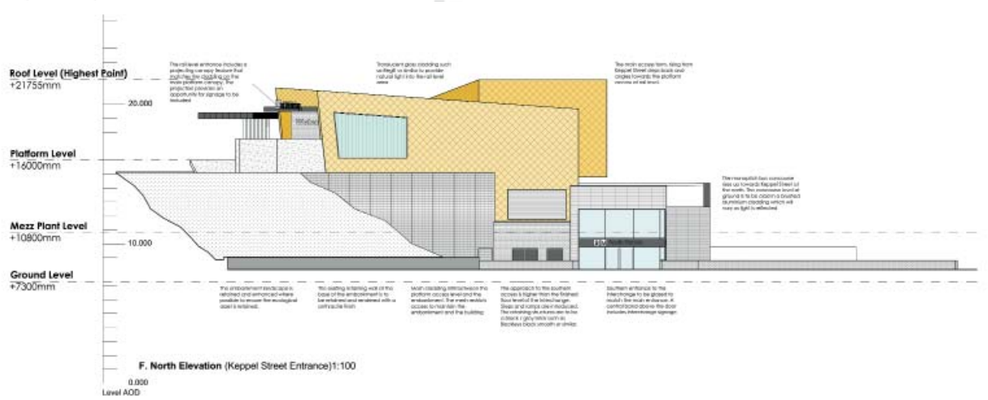
View East along Keppel Street
The scale of the Interchange entrance on Keppel Street provides an important visual connection for pedestrians accessing from the west. The location of the new 5 Keppel Street building provides a frontage facing the view, and completes the street scene.

4.8 APPEARANCE









Combined Forms
The appearance of the Interchange is developed as combination of two elements which reflect the bus and Metro movement through the bulding.

Interchange

The scale and form of the Interchange building is designed as a response to the movement of people, and how the space is to be used. This is expressed in the appearance of the building.

Two elements combine to create a single building. These elements reflect the movement associated with buses at a low level, and Metro passengers above.

Bus

The lower level element is a linear structure which follows the line of the vehicle areas. A full height curtain wall glazed elevation is provided the full length of the facade which gives a strong visual connection between the public and the buses. This low level single storey element increases in height north through the site towards Keppel Street. The increase in scale provides a prominence on the main access point to the town centre. The glazing wraps the corner from the bus areas onto the Keppel Street elevation. Pedestrians moving along Keppel Street have a visual connection to the internal bus areas of the Interchange.

The low level element includes a section which cuts away from the main building to the south, and provides the entrance onto William Street. The importance of this second entrance is reflected by the increase in height as per Keppel Street. A glazed entrance provision wraps the corner into the bus areas, providing a secure access provision for coach access and drop off.

The material specified for the bus element is a brushed aluminium cladding panel. The brushing of the aluminium provides a surface that depending on the orientation it is fixed, reflects light subtly different. This echoes the principle of movement throughout the elevation.

Metro

The upper level element of the scheme provides a form which links the Keppel Street entrance to the upper rail level. This form is defined by movement through the building which increases in height from Keppel Street up to the Metro platform.

This upper form is used to define the entrance onto Keppel Street which frames a large double height glazed atrium. The north facing glazed element creates a strong visual connection to the town centre access onto King Street.

The Metro form wraps around the existing embankment to provide a connection onto rail level. The building is clad in a single material which emphasises the form and movement of the form. A glazed opening on the east elevation looks over the bus areas and provides natural light into the circulation areas. The glazing is to be a frosted glass plank which will diffuse light, but not provide direct views from the building. Instead the visual focus of the user moving through the building shifts towards the large open gate line facing the platform. A large circulation space is illuminated from a glazed rooflight and another frosted glass opening on the south elevation.

The material specified to clad the Metro element of the building is a Gold Copper cladding. The material is pre-paternised to retain the finish of a gold reflective surface. The material is clad in a diamond shingle layout which will reflect light and further enhance the changing form of the building.

The platform will be constructed from a brushed concrete with a concrete perimeter upstand with a frosted glass top. Along the full length of the platform, a metal clad canopy provides protection to passengers and will include lighting and information points.

4.8 APPEARANCE

5 Keppel Street

The new retail and office building provides an important inclusion to frame the Interchange and provide an active frontage onto Keppel Street.

The Riddicks building provides a locally listed context on the corner of Fowler Street which wraps three storeys of accommodation onto Keppel Street. The proposal continues the scale of the building, wrapping the site and screening the rear of the Fowler Street properties.

The two buildings are separated by a glazed recessed section. This element will include full height curtain wall glazing. The glazing will be clear with black framework.

Retail

The main building itself is defined as separate ground floor and upper level uses. The ground floor retail element is predominantly glazed to provide an active frontage. The glazing is recessed behind the upper levels above. Vertical wall elements operating the glazing are defined in a glazed tile cladding in a charcoal grey finish.

The retail areas will include signage zones within the glazing for tenants, either face fixed to the front of the glazing or mounted behind the glass. This will ensure a clean line between ground and upper levels.

The active treatment is continued around the building onto the south elevation where an access core is introduced for the levels above. Locating the entrance to the south defines a more private entrance and creates an active frontage on three sides of the building.

Office

The upper levels provide office accommodation and are defined in a red facing brick. The brick will provide a contextual response to the surrounding buildings on Fowler Street and Keppel Street.

The building is designed to be a contemporary response to the adjacent Riddicks building. Simple clean lines and quality materials create an attractive, functional building, which is designed to sit comfortably in the proximity of the more articulated Interchange building.

A minimal brick facade wraps around the elevations at the upper levels. A brick header course transition defines the floor levels and provides horizontal lines through the elevation as a reflection of the Riddicks building.

Vertical punched openings in the elevation are designed to span the ceiling and floor zones. This creates the appearance of very slender floor zones and more lightweight building.

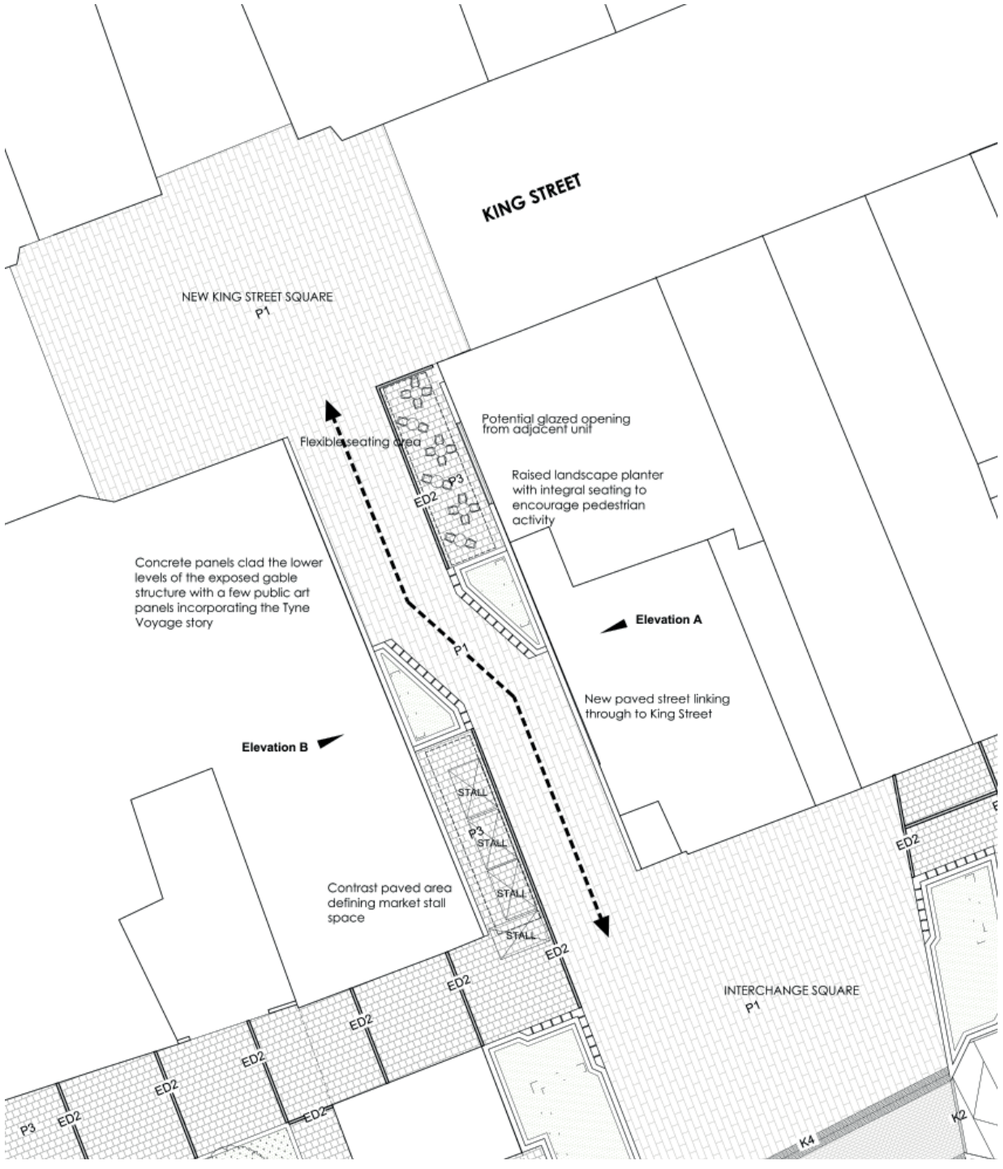
A feature projecting window on the corner of the building wraps the corner of Keppel Street to face the Interchange. This animates the corner of the building and the access onto Albermarle Street. The framework to the projecting window is clad in the Gold Copper Shingle to provide a subtle material connection to the Interchange.

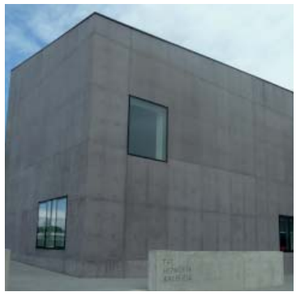
The roof is pitched to reflect the surrounding buildings. The material specified however is a standing seam folded metal roof in a dark grey finish. This provides a more contemporary alternative to the slate and tile roofs in the surrounding context. This standing seam material is also used to clad the gable on the south elevation facing Albermarle Street. This creates a feature architectural element in the absence of glazing. Upper level windows are omitted from this elevation to minimise any overlooking to the adjacent Annie McCarthy's public house.

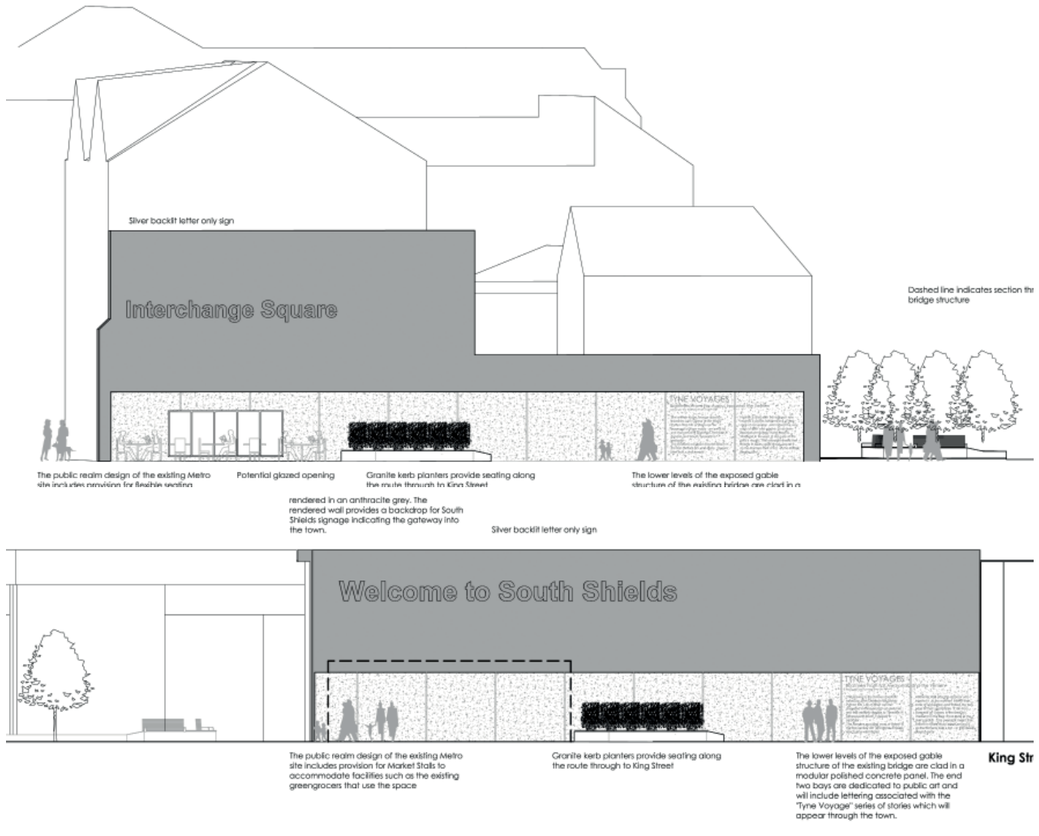
Keppel Street
5 Keppel Street provides an active frontage which wraps around onto the west elevation facing the Interchange. The continued activity animates the Albermarle Street link.

Albermarle Street
The gable facing south is expressed in a standing seam material to provide a feature element facing access from the south.

4.8 APPEARANCE







King Street Link

The King Street link is created through the demolition of the existing Metro facility. This creates a direct physical and visual connection to the Interchange entrance on Keppel Street.

The existing structure spans between two flanking brick structural walls which sit against the existing building on the east of the space, and the rail structure to the west. It is proposed to remove the main structure, and retain the two flanking brickwork walls. These walls are to be rendered in an anthracite finish.

At the base of the rendered walls, a 3 meter high concrete wall is introduced. The concrete matches the platform and perimeter walls used in feature areas around the Interchange. The material is also used on the Word building at the Market Place, therefore the material has a civic connection throughout the town. The concrete enables the introduction of public art. It is anticipated that words reflecting the stories in the Tyne Voyage public art strategy will be introduced onto the concrete. The Interchange as a gateway into the town has an opportunity to begin the stories and the public art interaction through the town centre.

The central space is paved as a link through to Interchange Square. Two raised granite planters provide landscaping to soften the space and integral seating. The structures define two areas at either end of the space which provide areas for market stalls and pop up retail / event space. The area at the north of the link provides an opportunity for the adjacent retail unit to punch through and create an opening on the new route.

4.8 APPEARANCE

View from Keppel Street
The main access into the building from the town centre. A double height glazed atrium faces the new Interchange Square. The building and the public realm are designed to create a fully legible, accessible environment.
The separation of bus and Metro built forms provides a distinct contrast which defines the entrance as the strongest element. Concrete flanking walls provide the site edge to either side of the building. On the west, the concrete wall wraps around the base of the existing bridge structure to link Interchange Square to the west of the bridge.

4.8 APPEARANCE

View of southern access from William Street
The southern entrance is as important as the main entrance from Keppel Street. The architectural language follows the same principle as the Keppel Street entrance and the the building rises upward to indicate the access area. Full height glazing provides an open, visible environment.
The platform and canopy is visible from the southern entrance at the upper rail level. A low level green screen fence provides a clean edge to the existing landscaped embankment.

4.8 APPEARANCE

Arrival by Metro
For a large number of visitors to South Shields, the view of the Interchange will be their first impression of the town as they arrive by Metro. It is therefore important that visitors are greeted with clear, legible sight lines, and the Interchange access and gate lines are as open and attractive as possible.

Brushed Metal Rainscreen Cladding
Senses Aluminium - James and Taylor or similar
Used to frame the glazing and entrance areas at low level. A brushed metal rainscreen panel provides a durable surface at low level. The metal is brushed in different directions to change tone

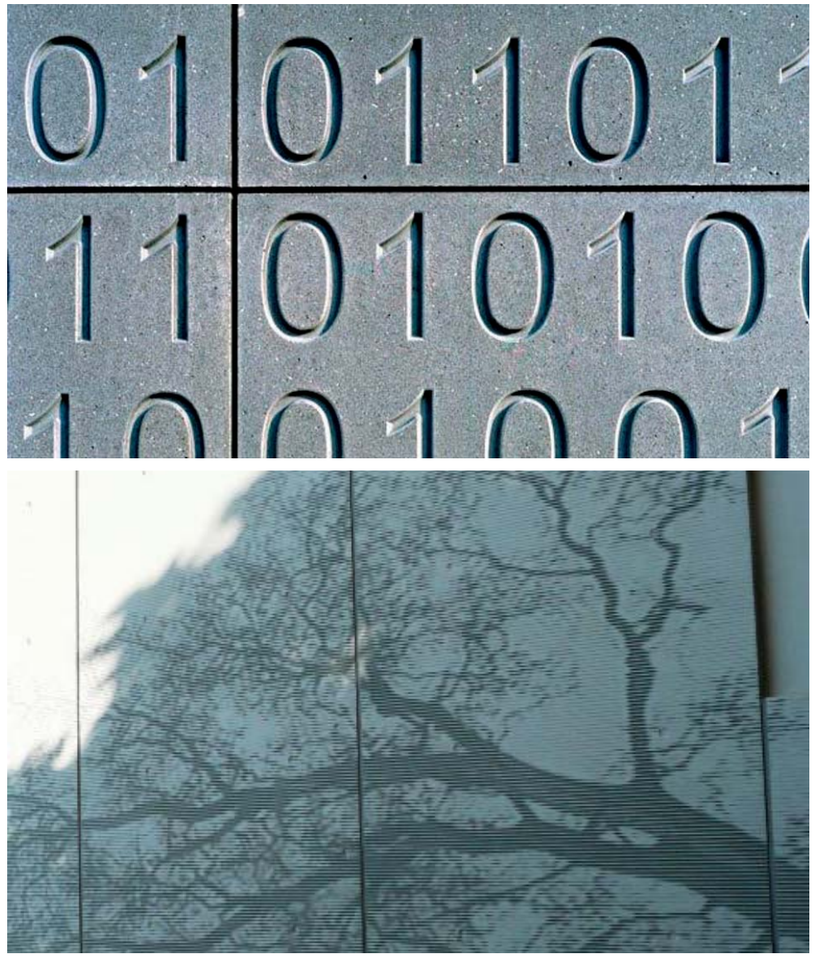
Gold Shingle Cladding
Tecu Gold - Tecu Copper Cladding or similar
The material is used to define the main form which defines the Keppel Street entrance. The material has a high quality natural finish and will reflect the light in different ways across the elevation.

Sandblasted Glass Cladding
Reglit or similar
The extruded glass planks provide a translucent cladding that allows light into the building and creates a striking elevational treatment. At night the building glows through the material.

4.9 MATERIALS

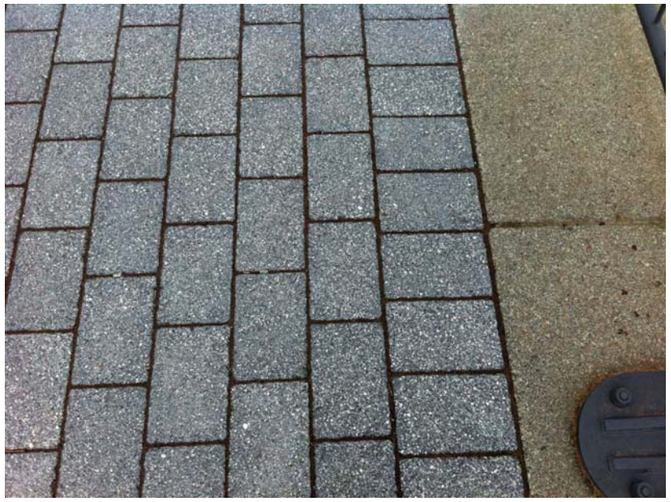
Red Facing Brick
Used on 5 Keppel Street to clad the upper levels and provide a contextual connection to the existing buildings in the town centre

Folded Aluminium Roof
Kalzip Falzinc or similar
Used to clad the pitched roof on 5 Keppel Street as an alternative to slate and tile.



Concrete Cladding (including etched lettering)
Reckli or similar
Concrete is used to define the edges of the King Street Link, the boundary to the Interchange building, and the rail platform.

4.9 MATERIALS



Granite Paving
Granite is used to define the pedestrian crossing points and Interchange Square itself. The material provides a strong durable urban material. The material is used to mark crossings around the new Word and Market Place Sites. A contrasting granite mix will distinguish crossings from Interchange Square.

Mistral Concrete Paving - Silver and Charcoal Finish
Mistral is used to define the public footpath areas and the shared surface vehicle service zones. A silver smooth surface is used to indicate footpaths and a charcoal silver mix in a flamed texture finish indicates the shared surface zones. This strategy is established on the Market Place scheme.

Granite Kerb / Seating Blocks
Raised granite kerbs are used to define planting areas which include bespoke seating and ornamental planting. The structures are used to define pedestrian areas and safe circulation.

Public Realm Materials

The material palette for the hard landscaped areas is specified to match the arrangement established with the development of the Market Place and Word buildings. This proposes a Mistral concrete paving finish to the main areas of public thoroughfare. The footpaths are defined in a silver finish, and the material is also used on the shared surface zones in a textured mix of silver and charcoal.

Granite paving is used to define Interchange Square and the crossing areas around the scheme.

Granite is used to create a contrasting feature paving material to Yorkstone used at the Market Place. This retains the identity of the market Place as a special area in the town. Granite is already used to define the square which links King Street and Ocean Road, therefore a material context is established.

Granite is also used to create upstand structural edges to planter zones which define the edges of spaces. These elements include stainless steel seating.

4.9 MATERIALS

Street Furniture Specification

The palette of street furniture within the proposal is selected to reflect the street furniture chosen around the Market Place. A town centre palette of materials provides consistency and adds to the feel of a more cohesive, legible town centre.

Street furniture is specified to provide a more contemporary finish than the black heritage palette of furniture that currently exists across the town.

A more contemporary specification has already been specified along Harton Quays and Little Haven. The specification of materials across the town provides a contemporary palette.

All material will be finished in a stainless steel grade 316 or silver grey wherever possible.

Litter bins used within the scheme will be 316 grade stainless steel. Post mounted bins enable the bin to be lifted from the floor. This makes cleaning around the base of the bin more easy and a neater paving finish can be achieved. Bins should include covers to prevent large waste items being placed in the bins. Covers also deter birds and vermin from picking litter and food from the bins.

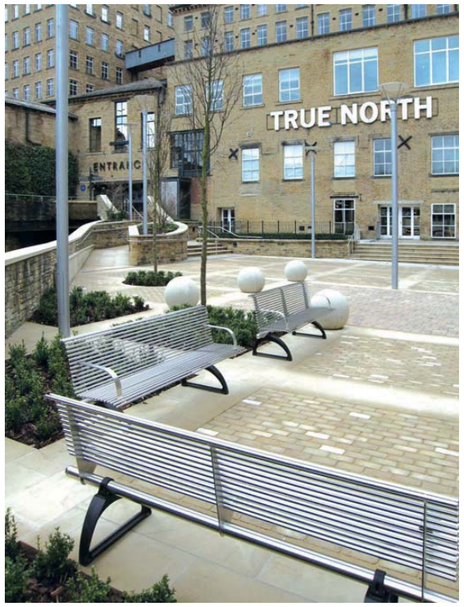
The use of bollards is minimised to avoid street clutter, however where necessary they are to be stainless steel and include visual demarcation at the top to assist visually impaired users.

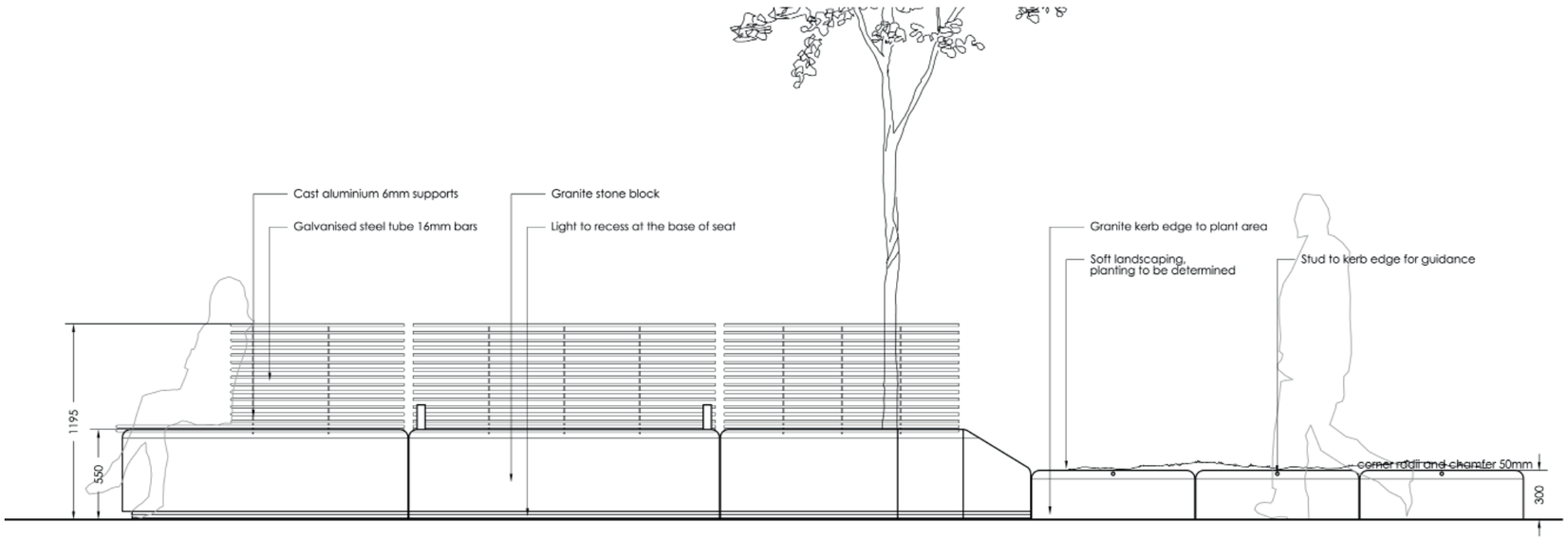
Street lighting requires larger fittings than pedestrian lighting. These will be a square profile luminaire which uses LED lighting to improve efficiency

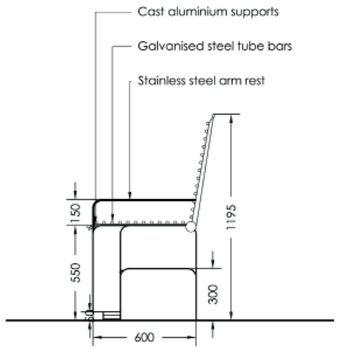
Tree grills are to be galvanised metal trays with paving infill to create visual continuity through the space. The paved grills are less likely to attract litter than an exposed metal grill and do not present a trip hazard. Recessed floor lighting will provide uplights to trees.

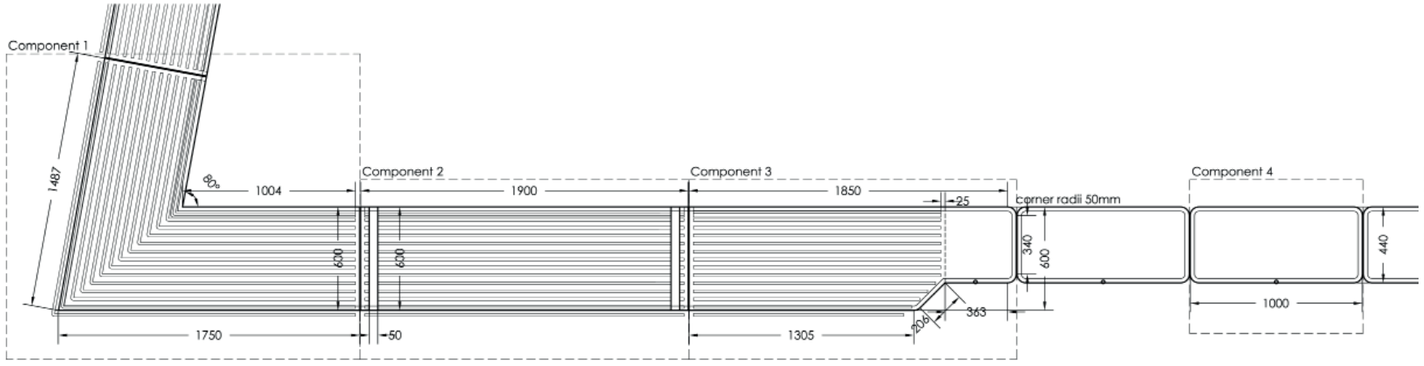
Interchange lighting to the bus areas needs to provide two functions, to floodlight the vehicle areas and to downlight the access doors to bus gates. Large LED lighting is used to light the bus areas which matches the slim square profile of the street lighting. A smaller light fitting with a downlight provides directional light to the pedestrian access areas.

4.9 MATERIALS



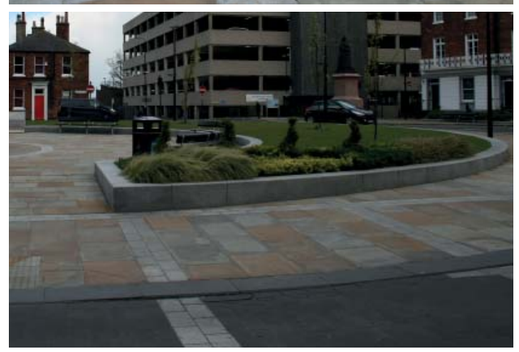






Urban seating is introduced around the Interchange public realm areas and will be utilised throughout the town centre. This is provided in two main areas. Around Interchange Square, the seating is integrated into the granite upstand planters to define integral seating. The stainless steel seats will match the individual seating type which will be used throughout the town centre.

Cycle hoops will be introduced around the town centre and outside the main Interchange building. These will be a simple stainless steel hoop which matches the type used along Ocean Road.



Examples of similar granite upstand planter areas used to define spaces.

4.10 LANDSCAPE STRATEGY

Rail Embankment

The existing embankment and raised rail level provides a number of constraints previously highlighted. The embankment is densely landscaped, mainly self seeded. This does have ecological benefits to the town centre as identified in the supporting ecology statement, and provides a green corridor running through the town centre. The embankment presents a significant structure, rising approximately 8 metres above the ground level and also 1in2 gradient in places. The planting of new trees or shrubs, or the removal of any existing planting could cause the embankment to de-stabilise. This results in maintenance constraints, therefore a structured landscape solution is not feasible.

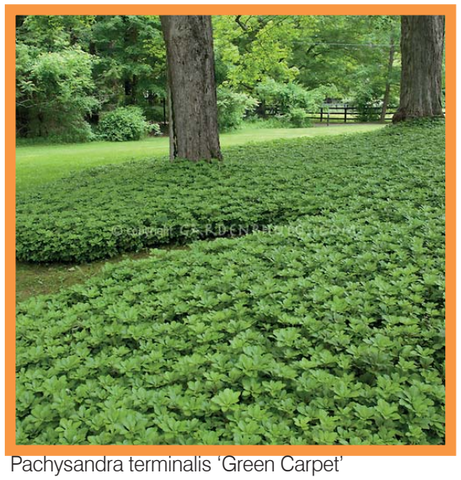
Due to the dense landscape, the embankment does provide a good ground cover. The principle issue is to ensure a neat environment which is achieved by introducing a landscape screen at low level to provide a neat edge.

Embankment Strategy

The embankment is to retained as existing for the reasons identified. To ensure that the public areas at the base of the embankment where the landscape is exposed to the south of the scheme at William Street, a Mobilane screen wall is installed. This wall comes pre-installed with landscape integral, and forms a continuous screen the full length of the wall. The screen is low maintenance and due to the planting species will not grow above the prescribed height of the wall and is easy to maintain. The screen will provide a clean attractive edge to the bottom of the embankment.

The images to the right show the screen at installation (bottom) and 12 months after (above). The specification ensures that there is a dense screen from the first phase.

4.10 LANDSCAPE STRATEGY


Pachysandra terminalis 'Green Carpet'


Mobilane 'Green Screen'


Ginkgo biloba 'Mayfield'


Viburnum davidii


Pyrus calleryana 'Chanticleer'


Sarcococca confusa

Planting design

The aim of the design is to create strong swathes of contrasting textured plants.
Hardy species have been selected to create robust structural soft landscape areas within the public realm.
Species have also been selected based on their suitability to the coastal location.

Landscape Strategy

The strategy for planting around the Interchange is to define space and provide amenity. The hard and soft landscape areas are combined to create a civic environment around the Interchange which provides pockets of activity. There are three areas of defined soft landscaping in the proposal.

The Metro Embankment

This structure provides a green strip running north to south through the town centre. The embankment includes large numbers of self-seeded trees scrub and shrubs. During the summer season the planting provides a dense cover and does have ecological merit in an urban setting. The embankment does however present a large constraint in its size and angle. At its steepest, the embankment is a 1in2 slope. This requires specialist method statements for regular maintenance, therefore any new planting would be an issue. There is also the issue of stability of the embankment structure. Any new planting or intrusive stripping could cause the embankment to become unstable and impact upon the rail above. Again, this excludes a new planting solution.

It is proposed therefore to retain the embankment as existing. The embankment will be maintained periodically by Nexus, rather than at regular intervals if new structured planting were to be included. The Interchange building itself screens most of the northern aspect of the embankment and the edges where the most attention is needed. As the site opens to the south, a landscaped screen wall is introduced along the edge of the parking spaces. The green screen uses a pre planted fence structure to ensure a dense build up from installation. The screen will provide a clean edge to the embankment and also improve the security of the rail level above.

To minimise views of the embankment from the rail level, a concrete upstand wall with a translucent glazed top panel is used. This reduces visibility into the embankment and provides a screen which deters climbing and litter being thrown from rail level. The glazed top line ensures a clear sight line is maintained to the Interchange building.

Albermarle Street

A landscaped corner to the Interchange provides a visual buffer and physical barrier to movement around the bus access on Burrow Street. The landscape in this area will be a mix of ground cover to create swathes of green across the bed. Two tree types are introduced in this space to provide a vertical break in the large open environment. The conical shape of the trees will ensure the Interchange building is visible, but provide a soft edge to the skyline in this area.

Albermarle Street itself will include hard landscaping to define the shared surface space to provide an alternative route along the edge of the Interchange.

Keppel Street and King Street Link

Low level planters are used across Keppel Street and on the King Street link. These are located to define the street scene and provide seating areas. The planting spec within these areas will utilise the hardy, low maintenance ground cover to create swathes of green. Conical shape street trees are introduced along Keppel Street to provide vertical structures in the space between the buildings. The trees create an avenue leading towards Interchange Square. The tree line will visually soften the edge of the Keppel Street bridge as it crosses the space.

4.11 ACCESSIBLE DESIGN

A Legible Public Realm

The principle strategy for the development is based around movement as previously established. The concept for movement is carried through the architectural design and is also an important consideration in the accessible design of the proposal.

The spatial strategy for movement around the public realm areas and through the building has been identified. The principle objective to create legible spaces that work holistically within the forthcoming 365 town centre vision. To ensure that this creates an accessible environment for all users, detailed consideration has been given to access around the external areas and inside the building. The detailed elements can be identified in the following scenarios.

Keppel Street and Interchange Square

The reconfigured street is designed to promote pedestrian movement. The current street is dominated by the vehicle and the proposal redefines perception to a more pedestrian friendly town centre. Footpath and circulation areas are widened, and a palette of materials is specified which clearly defines safe pedestrian areas throughout the centre. The raised landscape beds separate pedestrian and vehicle movement, minimising conflict and informal crossing over busy traffic areas.

Crossing points along the route define pedestrian movement across vehicle spaces and create a safer more legible environment. The crossing points are defined in a contrasting granite paving, with contrasting tactile blister paving at the edges. This palette is maintained at all paved crossing points through the town.

The Keppel Street crossing is an uncontrolled crossing point. Stopping buses at a controlled crossing would not only be dangerous and inefficient for bus movement, but it would also encourage informal pedestrian movement outside of the dedicated crossing points. Instead, the crossing is narrowed and paved to give awareness to pedestrian movement. Vehicles slow and the larger space gives greater recognition between pedestrians and drivers.

Albermarle Street

Across the new layout for Albermarle Street, a shared surface is provided to create a pedestrian link across the edge of the Interchange. The shared surface defines an area which pedestrians are free to use, but restricted service vehicles are free to use at certain times. There is a 2m footpath leading to Fowler Street running either side of the shared surface for the consideration of disabled users. The material palette is specified to match the shared surface areas around the Market Place so there is a legible continuity throughout the town. The edges of the shared surface will include a contrasting kerb and a continuous corduroy hazard demarcation line.

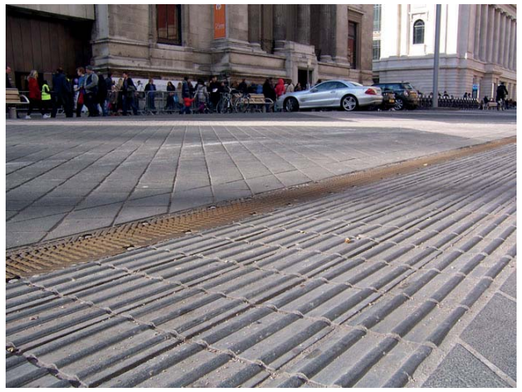
Continuity

The Interchange proposal is the second phase in the development of the 365 masterplan. The first Market Place and Word phase introduced a material palette for surfaces which could be continued throughout the town. This specification was developed through extensive consultation with David Burdus accessibility consultants, Guide Dogs for the Blind, and STC. It is important that this holistic approach is carried out through the town centre to ensure a legible, accessible environment.

Spatial Strategy

The existence of vehicles and pedestrians in the town centre environment is unavoidable, however the design adopts the following key strategic points to ensure that an attractive, safe and legible environment is created:

- Reduce and restrict vehicle movement
- Slow vehicle movement
- Define pedestrian areas clearly
- Define safe and convenient crossing points
- Improve the visibility and legibility between spaces
- Improve the visual connection between pedestrians and drivers
- Define a continuous palette of materials



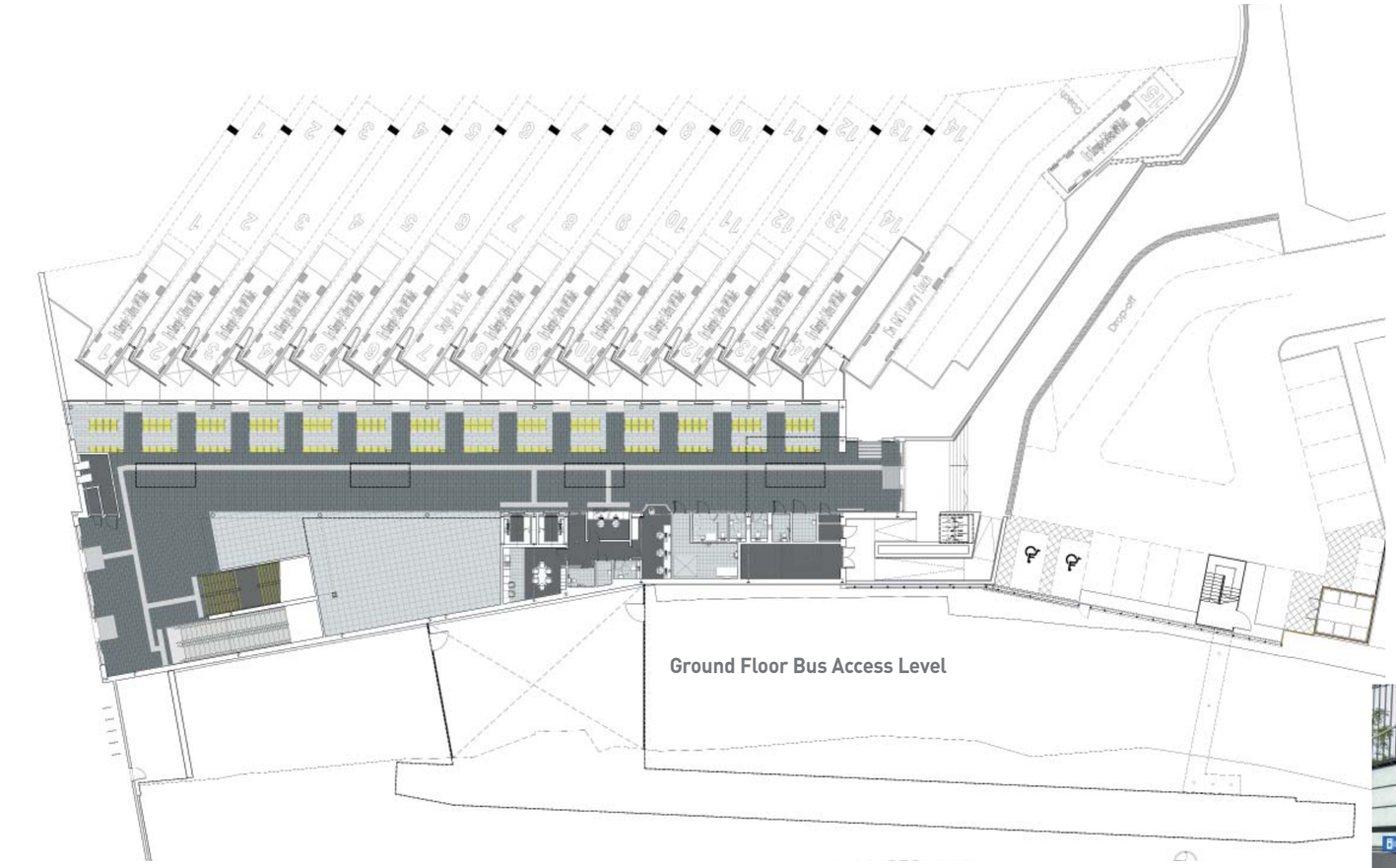
Directional tactile paving will be used where required to assist visually impaired users around the external spaces.

Bollards where required will be stainless steel and include contrasting banding across the top.

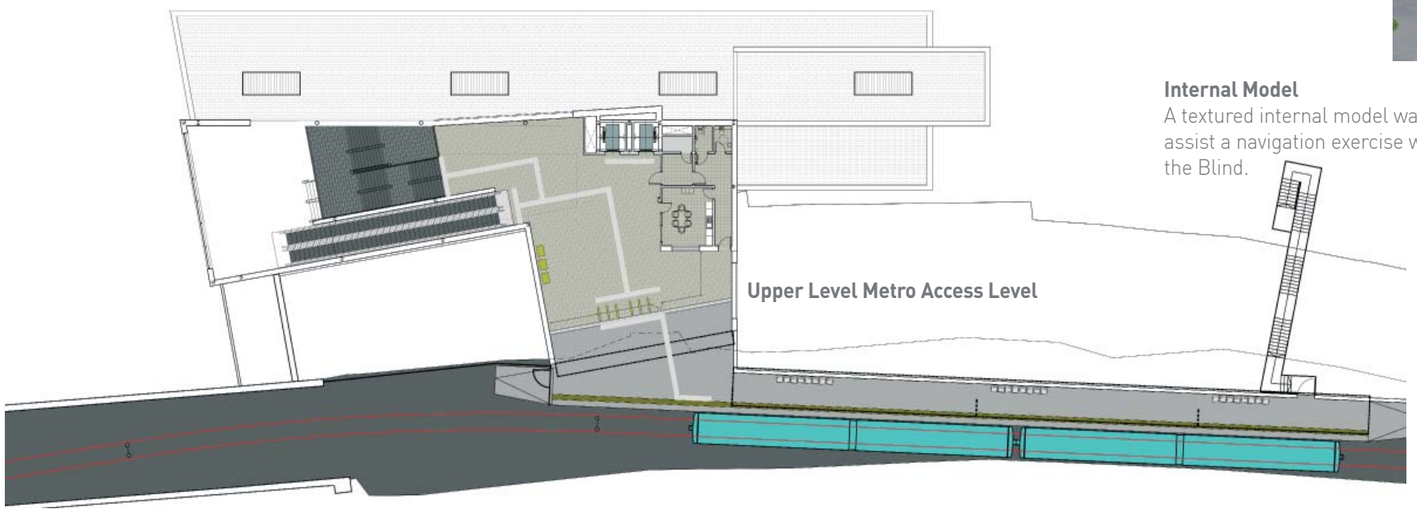
Corduroy paving is used to define edges between vehicle and pedestrian zones of a shared surface. The material will sit adjacent to a contrasting kerb which provides a 25mm check. The tactile and visual demarcation provides a navigable environment for visually impaired users.

Blister tactile paving is used to demarcate crossing points.

4.11 ACCESSIBLE DESIGN



Ground Floor Bus Access Level



Upper Level Metro Access Level

Internal Model
A textured internal model was prepared to assist a navigation exercise with Guide Dogs for the Blind.

Internal Access

The Interchange provides a facility for large numbers of people using the facility who will be unfamiliar with the layout. The building is therefore designed to create clear sight lines, legible circulation patterns and a material palette which provides a space which is easy to navigate.

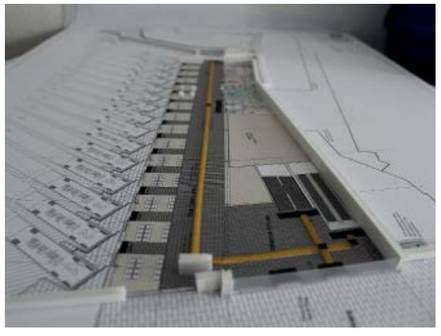
In countries such as Japan, the concept of accessible movement is taken a stage further, and accessibility through public transport areas is defined with as much consideration as external spaces. This seems an obvious solution, but something which is not widely used elsewhere, certainly in the UK. Currently Transport for London are beginning to adopt a similar strategy, but elsewhere the creation of a more accessible internal environment is a new approach.

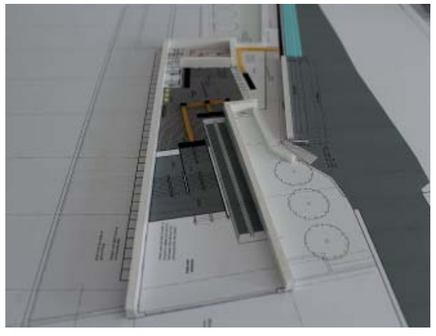
In the design of the South Shields Interchange, the internal tactile and contrasting navigation elements have been adopted.

Integrated tactile elements built into the floor tiles will provide navigation through the building to key points including circulation, and help points.

Detailed consultation has been carried out with the operator Nexus, David Burdus Accessibility Consultants and Guide Dogs for the Blind to develop the proposal. This included the presentation of the building to a visually impaired consultant through the use of a tactile model to develop navigation principles. The scheme will present an opportunity to be one of the first accessible public transport hubs in the UK, and Nexus have indicated they will consider the introduction of technical assistance such as hearing loops to further assist navigation.

Japan Public Transport
The images below illustrate the simple, yet effective measures taken in Japan to navigate internal spaces around transport hubs.





4.11 ACCESSIBILITY

KEY

Existing Routes

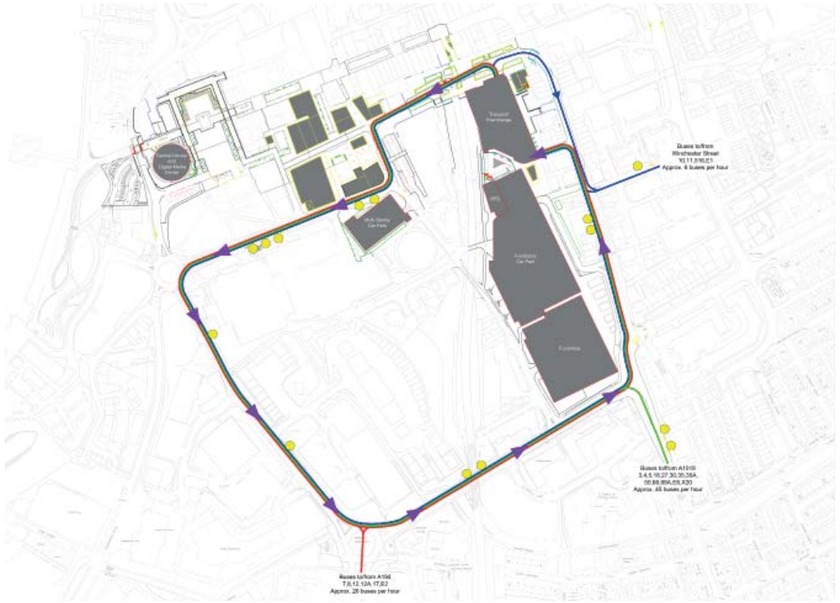
- National Cycle Network On-Road Route
- National Cycle Network Off-Road Route
- Signposted On-Road Cycle Route
- Traffic-free Path
- Path or footway where cyclists should dismount

Proposed Routes

- Proposed Signed On-Road Route
- Proposed Signed On-Road Route (one-way)
- Proposed Signed Off-Road Route

Cycle Parking

- Existing Cycle Parking
- New Cycle Parking



Wider Context

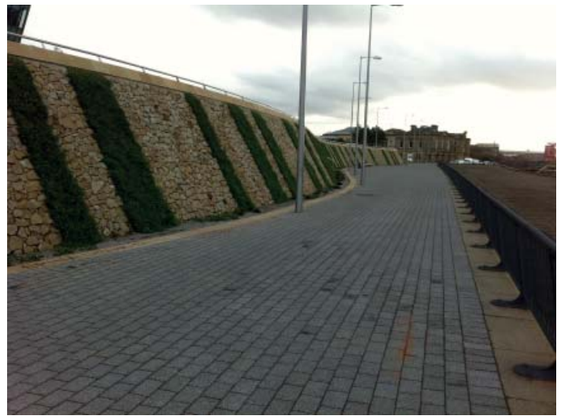
Access around the wider context of South Shields is important to create a vibrant town centre. The 365 masterplan will establish a strong desirable central focus within an already established, attractive shore line. As previously indicated, the bus network has been reconfigured to improve connectivity and accessibility to the wider network.

Access by cycle is also an important element. South Shields is located on the National Cycle Network. The existing cycle network provides access around the shore line of the town.

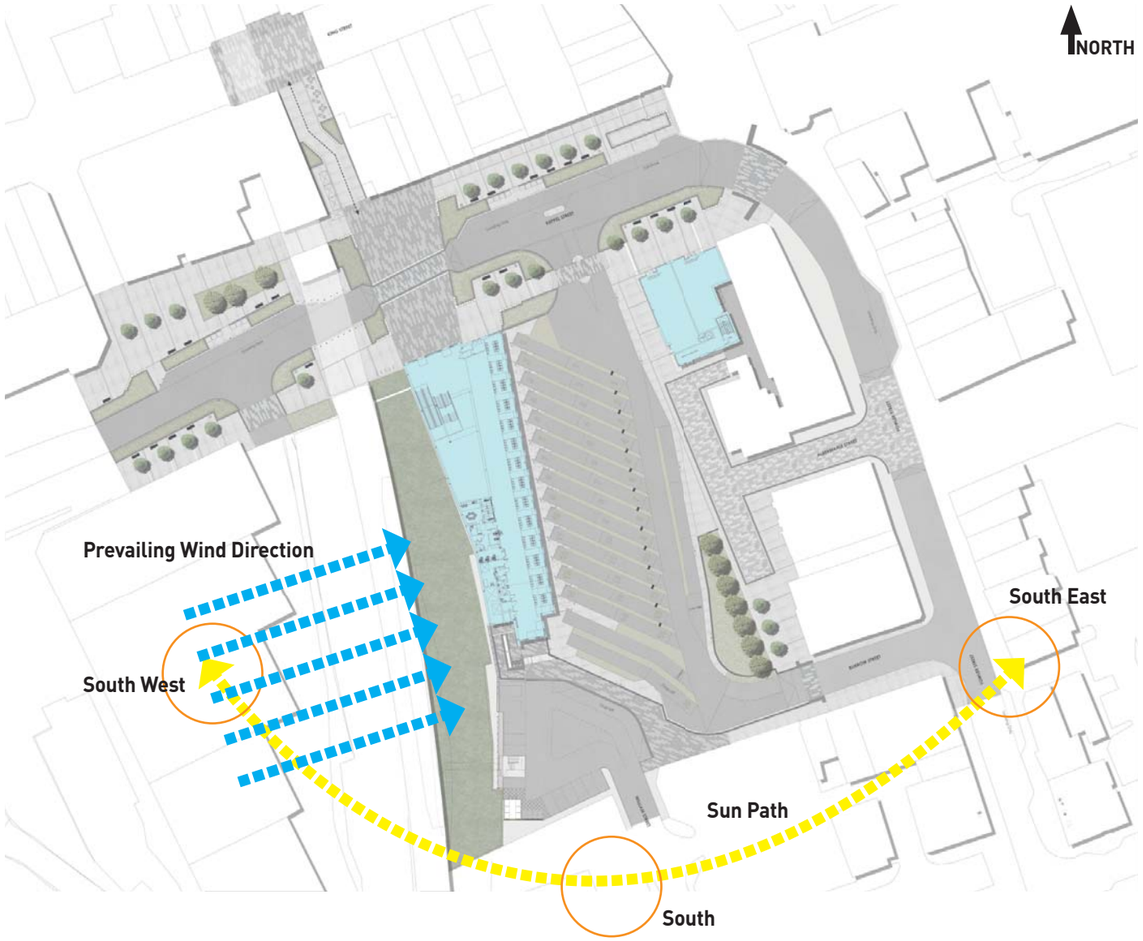
The plan opposite indicates how cycle provision within the 365 masterplan will generate a link between these established routes. This will be provided by clearly marked and signposted routes, and new cycle parking areas.

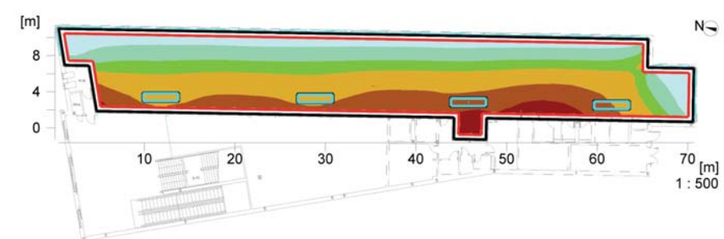
Cultural and Tourist Asset

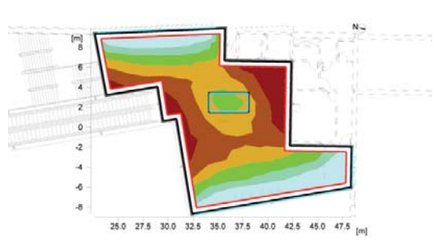
South Shields has a large numbers of visitors currently come to the town, primarily to visit the foreshore. This area around Little Haven has been regenerated by STC to create a vibrant destination. The Harton Quays area on the west shore of South Shields has also seen a significant amount of regeneration. This is linked across the shore line with strategic new housing developments and improvements to existing areas. The regeneration of the town centre will provide a strong link between the shore lines and a cohesive access strategy is important to establish.



4.12 SUSTAINABLE DESIGN STRATEGY







Daylight Assessment
To ensure the Interchange is designed to maximise natural light where possible, an internal lux level assessment model has been generated.

A detailed Sustainability Statement has been prepared by Turley and submitted in as part of the supporting material of this application. The document defines the sustainable design strategy and how this is adopted throughout the scheme. Sustainability considerations have been adopted in the design under the following categories:

Sustainable Location

By nature of the proposal for a transport interchange on a brownfield site in the centre of South Shields, the proposal is very sustainable. The inclusion of the Interchange also reduces the impact of buses on a wider area of the town, enabling further regeneration which will improve the economic and environmental sustainability and the health and well being of the town centre.

By consolidating the public transport into a single location, the development improves the connectivity of the town and enables a greater level of management of the public transport to establish an efficient service. The inclusion of the proposal will encourage an increase in the use of public transport and reduce trips to the town centre by car.

Energy Reduction and Carbon Emissions

The starting point for the design is to reduce energy consumption and carbon emissions by assessing passive measures which can be adopted in the buildings.

The Interchange building is a largely unheated space and the main consumption of energy will be lighting. The Interchange design responds by introducing areas of glazing around the elevations and roof areas to provide as much natural light as possible. The glazing positions have been considered to minimise unwanted solar heating gain.

The retail and office building demand will be mainly due to heating and cooling. As a solution, the design will adopt Air Source Heat Pumps which will recycle heat generated by the plant equipment.

Sustainable Construction

The design has carefully considered the materials used throughout for their sustainability credentials. These include considerations effected by their:

- Embodied energy in manufacturer
- Sourcing of materials
- Life Cycle
- Demountable and recycle properties

As part of the overall development process, sustainable considerations will be given to construction, and Management Plans and Waste Control Strategies will be established.

Health and Well Being

The creation of a new Interchange will be a benefit to the economic viability of the town, and is necessary to provide the next phase of regeneration which will improve the central areas of South Shields town centre.

Flood Risk and Sustainable Drainage

The site is in a low risk area for flooding. To mitigate any future risk of flood, surface water run-off will be managed. The design includes additional areas of soft landscaping within the urban environment.

Biodiversity and Ecology

An Ecological report is provided as part of this application.

The potential increase in the use of public transport will reduce travel to the town by car, improving the local environment.

The existing landscaped embankment along the rail line is retained. This is screened by a green wall at the base to provide a clean edge at the public interface, however the existing ecological benefits of the embankment will remain.

Additional planting and tree planting are introduced throughout the proposal to minimise hard areas where possible.

5.0 CONCLUSION

The 365 Vision

This application proposes the development of a new Interchange building with a retail and office development in the town centre. It is an important development in its own right, and beneficial for the town of South Shields. The Interchange will provide a state of the art public transport hub that will be a gateway entrance to the town. It will consolidate public transport into a single building which will improve the efficiency of the public transport service.

More importantly the Interchange is a statement of intent by South Tyneside Council in the continual regeneration of the town. The 365 Masterplan was initiated by the Word and Market Place starting on site. The provision of the Interchange will create the opportunity to regenerate the core of the town centre and establish the principle objectives of the 365 masterplan:

- To improve connectivity through the town
- Create a better offer within the town centre
- Attract new retail and leisure operators to the town
- Attract new visitors to the town centre and encourage them to use the town centre more
- Integrate the new town centre offer with the existing operators and residents
- Build on the potential that already exists in South Shields

The Interchange Proposal

The Interchange proposal has developed over a long period of consultation and design development with the client team and other consultants. This has generated a design which addresses end user requirements, but maintains the principles and objectives defined in the initial masterplan.

The complex relationships which have defined the town centre character, such as the level difference between rail and ground level access and the organisation of pedestrian and vehicle movement have shaped the proposal. The design is a response to the constraints and opportunities defined at the beginning of this document.

The parameters of the Interchange application are designed to work as an independent building, however provision is made in the design to ensure that the next phase moving forward will create a seamless, holistic new town centre.

THE HARRIS PARTNERSHIP

Prepared by The harris Partnership on behalf of:

muse

South Tyneside Council

NEXUS