

Joint Environmental Statement
Non-technical Summary
Detailed Transport Interchange
and Outline Town Centre
Masterplan Applications – South
Shields
Muse Developments Ltd, South Tyneside
Council and Nexus

July 2015

Turley

Non-technical Summary

Introduction

1. This Non-technical Summary summarises the findings of the Joint Environmental Statement (ES) prepared for the proposed new transport interchange and town centre regeneration proposals for part of South Shields town centre. These proposals are part of South Tyneside Council's ambitions to improve the town centre as a shopping, leisure, community and employment destination.
2. The proposals are set out in two separate planning applications:
 - Detailed planning application for a new transport interchange including new Metro station building and bus station building, passenger drop off/pick up area, retail unit, and separate retail unit with office accommodation at first and second floors at land including the existing Metro station and walkway between King Street and Fowler Street, existing Metro track and buildings to the west of Fowler Street, including parts of Albermarle Street, William Street and Burrow Street.
 - Outline planning application for the demolition of properties and bus stands and erection of A1 retail uses (7,028sqm), A3 restaurants and cafes (2,060sqm), D2 cinema (2,745sqm) and an A1 foodstore (6,039sqm) with multi-storey and surface car parking on land at Barrington Street and Chapter Row, existing surface car parks to west of Garden Land and south of Coronation Street, land to the north of Waterloo Square car park and land west of Fowler Street including parts of Thomas Street, Charlotte Street, Franklin Street, Mount Terrace and St Hilda Street.
3. This document will explain the background to the schemes, summarise the site and proposals and then outline the key issues relating to the potential socio-economic and built heritage impacts of the development as well as any cumulative impacts and mitigation measures.
4. More information on the proposals, site context, approach to EIA, socio-economic impacts, built heritage and cumulative impacts can be found in the main ES document and its technical appendices.
5. Other planning application documents include: Planning Statement; Design and Access Statement; Transport Assessment.

Approach to the ES

6. The Applicant submitted a Screening and Scoping Opinion Request to the Council which set out the reasons why the Applicant considered the development should be subject to EIA and the scope of the ES. This letter advised that in the Applicants view the proposal was likely to have significant environmental effects in relation to socio-economic impacts (ie jobs, wealth) and built heritage (ie listed buildings).

7. The ES which has been prepared reports the technical assessments which were undertaken, what legislation policy and guidance was adhered to in this process and whether the proposed development affects current conditions (ie listed buildings, jobs). A change in these conditions is a significant effect in terms of the Environmental Impact Assessment Regulations. The ES then assesses the maximum development parameters in accordance with the submitted plans in order to assess the worst-case scenario. This is in accordance with planning and environmental guidance and legislation, and the EIA Regulations.
8. Consideration was given to the potential environmental effects of the development in terms of the following issues. It was concluded that only socio-economics and built heritage had the potential to result in a significant effect due to the site context, and the nature and scale of the developments.

Table 1 Consideration of EIA topics

Topic	Baseline/Characteristic of Potential effect	Consideration of whether EIA
Socio-economic	Large scale of the redevelopment and cumulative impact of the proposed uses and introduction of uses that do not currently exist including displacement of existing business.	Potential significant effect on employment, GVA. Included in EIA
Heritage	Large number of designated and non-designated heritage assets adjacent or near to the Application Site	Potential significant effect on the setting and significance of these assets. Included in EIA
Townscape/visual	All buildings within the Application Site are to be demolished; none are designated for heritage value; replacement with modern structures of varying building heights reflecting existing townscape.	Demolition and replacement with modern buildings unlikely to have significant effect given existing context; longer distance views will not be significantly affected. Beneficial impact on townscape arising from improved built form. No significant effects likely. Excluded from EIA
Drainage/flood risk	Flood Risk Report confirmed application site lies in Flood Risk Zone 1; potential risk of surface water flooding within parts of the Application Site	Drainage report to consider attenuation measures to reduce surface water flooding risk. Tried and tested solutions. No significant effects likely. Excluded from EIA
Ecology/trees	Ecological Report identified no designated nature conservation sites within the Application Site;	No designated nature conservation sites or legally protected species within the

Topic	Baseline/Characteristic of Potential effect	Consideration of whether EIA
	railway embankment has some ecological value; existing buildings to be demolished on site very limited potential for roosting bats; potential for nesting gulls in buildings to be demolished.	Application Site. Tried and tested mitigation measures can be used to ensure further bat surveys are undertaken and demolition is undertaken outside of nesting season. No significant effects likely. Excluded from EIA
Archaeology	Desktop Assessment identified WWII bombing raids and more recent redevelopment of the town centre will have reduced potential for below ground archaeology; limited pockets may exist in relation to the Roman period, medieval cemetery and post-medieval expansion of the town centre.	Limited potential for below ground archaeology; tried and tested measures can be imposed on any planning permission to secure evaluation excavation and mitigation, if required. No significant effects likely. Excluded from EIA
Lighting	Existing buildings, public realm, car parks and roads have lighting; details of lighting to follow at reserved matters stage however will reflect existing provision; sensitive receptors (ie residents) in vicinity of the site already experience some disturbance from urban location.	Limited change from existing situation, considered no significant effects likely. Excluded from EIA
Contaminated land	Phase 1 Ground Investigation Studies identified potential for below ground contamination although risk is low to moderate.	Remediation can be secured using planning conditions and will involve tried and tested methods. No significant effects likely. Excluded from EIA
Highways and air quality	Transport Assessment to accompany the application will set out existing and proposed traffic conditions and levels. Travel Plan will also be submitted. Site is not within an Air Quality Management Area, Air Quality Assessment to accompany the application.	Proposed development unlikely to result in significant increase in traffic due to enhancement of offer, improvements to public transport and linked trips with other town centre uses; planning conditions can secure tried and tested mitigation measures and travel plan. Effect of Proposed development on highways and

Topic	Baseline/Characteristic of Potential effect	Consideration of whether EIA
		air quality will not be significant. Excluded from EIA
Noise	Noise Assessment will accompany the application; existing sensitive receptors already in urban environment and experience relatively high baseline noise levels. Increase in noise will not exceed 5dB.	Limited change from existing situation, considered no significant effects likely. Excluded from EIA
Sustainability	Sustainability Statement will accompany the application and advises that the replacement of existing buildings with buildings constructed to modern standards will improve energy and greenhouse gas performance.	No significant adverse effects likely. Tried and tested measures can be controlled through planning conditions to secure key sustainability/climate change measures. Limited change from existing situation considered no significant effects likely. Excluded from EIA

9. Following the consideration of the above issues the Joint ES only considers the likely significant effects of the scheme in terms of socio-economics (such as jobs, wealth, increased spend in the town centre) and built heritage (such as Listed Buildings).
10. The ES document includes this Non-technical summary, the main ES document - Volume 1 (text and figures), and the ES Technical Appendices - Volume 2.
11. This document summarises the following Chapters within the main ES:
 - 1) Introduction
 - 2) Approach to EIA
 - 3) Existing Site and Surroundings
 - 4) Policy Framework
 - 5) Proposals, Need and Alternatives
 - 6) Socio-economic
 - 7) Built heritage
 - 8) Summary of Residual and Cumulative Effects.

Background

12. South Tyneside Council ('the Council') has identified a need to regenerate South Shields through a series of projects and proposals. It prepared an economic vision 'South Shields 365' to set out the Council's ambition for the Riverside, Town Centre and Foreshore.
13. The first part of this initiative has already started with the construction of the new library and media centre known as 'The Word' on Market Square. The next stage includes the need to build a new Transport Interchange as well as improve the number and quality of shops, leisure and foodstore options in the town centre.

Site Description

14. The site is divided into two planning application areas: new Transport Interchange; and the outline Town Centre Masterplan planning application area. These described in more detail below.

New Transport Interchange

15. This application area comprises 1.1 hectares in two parcels of land: an area of land incorporating the current Metro station and walkway between King Street and Fowler Street, and an area of land incorporating the existing Metro track and buildings (to be demolished) to the west of Fowler Street, including sections of Albermarle Street, William Street and Burrow Street.



Figure 1.1: New Interchange Application site boundary

16. The northern area of land includes the existing South Shields Metro station, which is currently accessed from an alley that runs between King Street and Keppel Street. The platform is raised above ground level, with the Metro tracks running north to south

above the town centre. At ground-floor level, the area contains a newsagent and grocer's stall.

17. The southern parcel of land includes the existing above-ground railway tracks, the existing Post Office building between Albemarle Street and Keppel Street and properties on William Street, Burrow Street and Albemarle Street. It also comprises the recently-cleared site between Burrow Street and Albemarle Street, which is now used as a public car park

Outline Planning application Area Masterplan - Mixed Use

18. Outline planning application area for mixed use development includes four parcels of land, which can be described as follows:

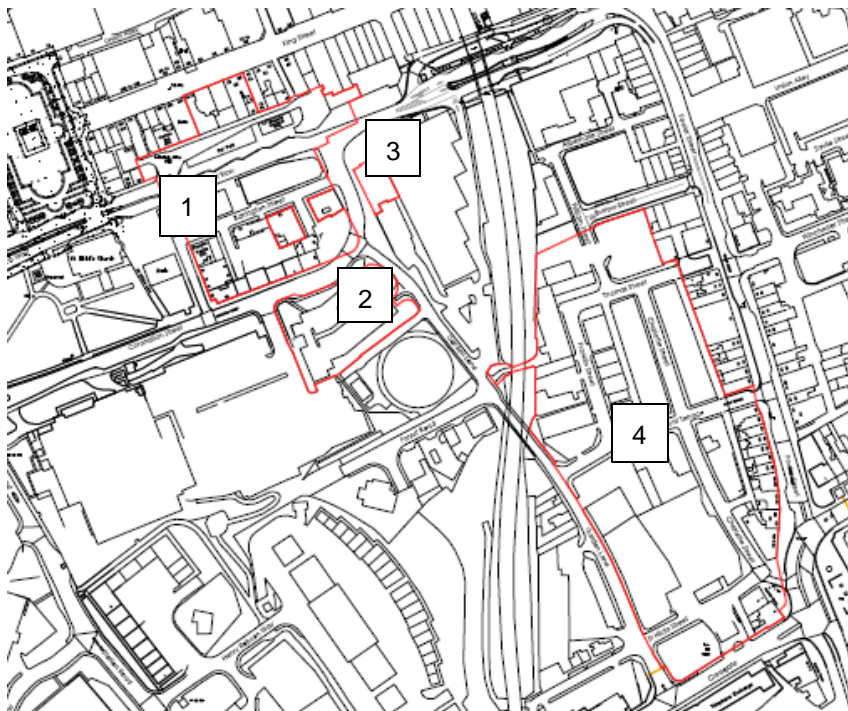


Figure 1.2: Proposed Development sites.

19. The description of each of these four parcels of land can be described as follows:

1. Land at Barrington Street and Chapter Row including East Street and properties fronting King Street- excluding the listed building at 16 Barrington Street.

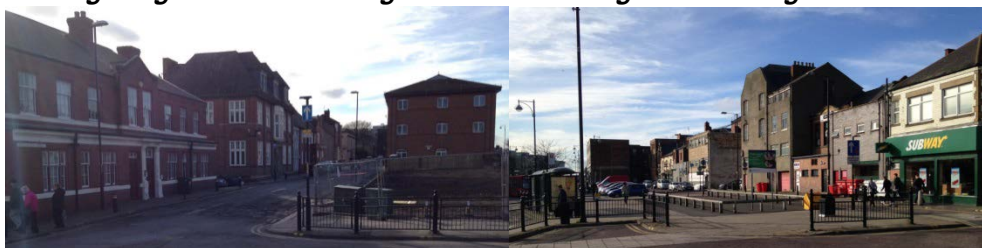


Photo 1: Barrington Street

Photo 2: East Street/Chapter Row

20. The site is a generally square area of land including Barrington Street, Chapter Row and properties with rear elevations facing onto East Street and frontages on King Street.

21. The buildings on Barrington Street are between 2-3 storeys (Photo 1). 16 Barrington Road is a listed building. Three buildings on the south side are constructed from red brick, although there is a very small infill unit constructed from panels. Further to the west is a public house which has a rendered side elevation.
22. On the northern side of Barrington Street lies the rear of the Job Centre, which fronts onto Chapter Row, this is a three storey modern building and constructed in yellow brick. Vehicles can access this one way street from the west.
23. Chapter Row and East Street (Photo 2) comprise commercial buildings between 2-3 storeys in height in a variety of materials including yellow and red brick, render and cladding. The section of Chapter Row within the application area is restricted to bus access only, and there are a row of bus stops on the north side of Chapter Row. Whilst East Street provides vehicular access to a car parking area.

2. The existing surface car park to the west of Garden Lane and south of Coronation Street.



Photo 3: view of Garden Lane car park

24. Vehicles access this surface level car park via Garden Lane to the east. The site is generally level, hard surfaced and with shrub and tree boundary planting (Photo 3). It lies immediately north of a gas holder, due east of the Asda foodstore and west of Waterloo Shopping Centre.

3. Land to the north of the existing Waterloo Square car park.



Photo 4: View of hardsurface area adjacent to Waterloo Shopping Centre.

25. This is a generally level area of hard surfacing directly in front of the existing BHS and Debenhams stores in the Waterloo Shopping Centre. Covered cycle parking shelters are on this site. Immediately to the south is a surface level car park. This site is due west of Barrington Street and the north east of the Garden Lane car park.

4. Land to the west of Fowler Street and north of Crossgate and east of Garden Lane, including sections of Thomas Street, Charlotte Street, Franklin Street, Mount Terrace and St Hilda Street.



Photo 5 View towards Charlotte Street car parks and Franklin Street.



Photo 6 View northwards along Fowler Street

26. This site is divided east/west by Mount Terrace and covers 3.2ha. To the north are car parks on Thomas Street and part of Charlotte Street. Franklin Street also lies in the northern half and comprises a number of 1-2 storey commercial premises (Photo 4).
27. To the south of Mount Terrace and either side of Charlotte Street are surface car parks and a vacant site. At the southern end of Charlotte Street there are a number of small former residential properties, which have been converted into commercial premises.
28. Fowler Street lies on the south eastern boundary. Along this road are two storey commercial properties, many of which have residential/office accommodation above with retail units, some of which are vacant, at ground floor level.
29. A large commercial building with a car park fronts onto Garden Lane in the south west corner of this area of the Application Site. Between Hilda Street and Crossgate are more commercial buildings including a petrol station, and large and small format retail units.
30. The site does not include any listed buildings, however there are a large number of listed properties adjacent to parts of the site. The Heritage Chapter of the main ES provides more detail on the location and significance of these buildings and structures.

Proposed Development

31. The outline planning application, which accompanies this document and the main Joint ES, is applying for planning permission for:

Demolition of the existing Metro station on King Street, Keppel Street Post Office, 3, 5 and 7 Keppel Street and properties on William Street, Burrow Street and Albermarle Street. Erection of a new Transport Interchange, comprising new interchange building, Metro station, bus station, retail unit and passenger drop-off area and separate retail unit with office accommodation at first and second floors

Demolition of properties on King Street, Barrington Street, Coronation Street, Fowler Street, Thomas Street, Franklin Street, Charlotte Street, Mount Terrace, St Hilda Street and Crossgate and existing bus stands on Chapter Row. Erection of A1 retail uses (7,028sq m), A3 restaurants and cafés (2,060sq m), D2 cinema (2,745sq m) and an A1 foodstore (6,039sq m) with associated petrol filling station, and multi-storey and surface car parking (all matters reserved).

32. These proposals are part of the overall masterplan for the town centre, which includes the new library which is currently being built. The following plan shows the location of all the key elements within the Council's vision including the current proposals for the new Transport Interchange and Masterplan area for mixed use development.

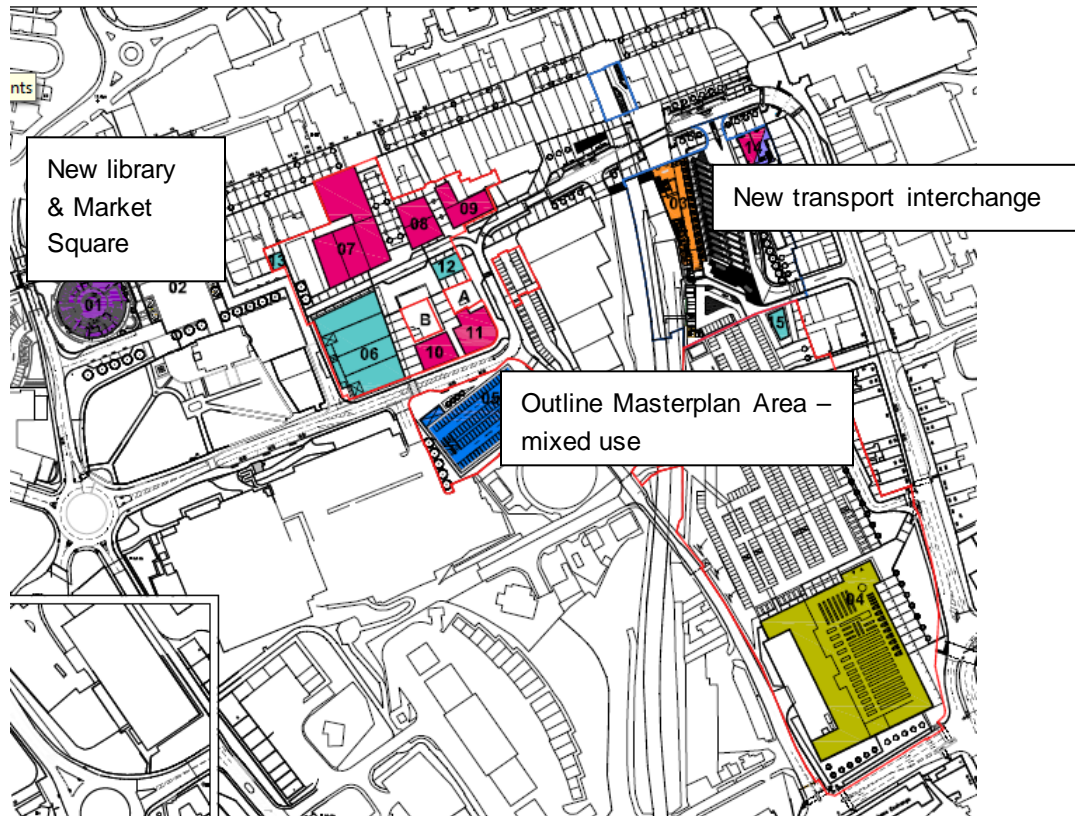


Figure 1.3: Evolving Masterplan including wider regeneration proposals

Transport Interchange

33. This planning application includes the demolition of the existing Metro Station and walkway between King Street and Keppel Street to be replaced by landscaping and public realm works including areas for market stalls. Following the demolition of the existing commercial buildings A new Transport Interchange building to house the new Metro and bus stations with associated retail will be located to the south of Keppel Street. Metro Station platform will be located above ground floor level with access to the new platform. The bus station will be accessed from ground level and will provide bays

for 14 buses with overflow provision, a re-aligned road network to enable legibility and ease bus traffic circulation. Buses will enter via Fowler Street and Burrow Street and will exit via Keppel Street. Short stay car parking will be provided along with a passenger drop off/pick up facility to the south of the bus concourse accessed via William Street.

34. The new Transport Interchange building will include office and store rooms, a travel shop, staff room, cycle parking and a retail unit of 178sqm. ATM machines will also be provided to the north of the concourse.
35. The Metro station platform will be accessed via stairs and an escalator. Ancillary staff facilities will also be provided on this platform level.
36. To the east of the bus concourse a new three storey retail and office building is proposed. Two retail units (147sqm and 146sqm GEA) will be at ground floor level with office above (total 620sqm GEA).



Figure 1.4 Proposed Site Plan

Outline Masterplan – Mixed Use Development

37. The full details of the outline proposals are not known at this time, so the application plans and documents set out the development parameters (ie limits) such as proposed use, maximum floor space and maximum building heights as set out below:

Table 2 Parameters of Proposed Development

Site	Masterplan Building No	Land Use	Floor Area GIA (sq m) (max)	Building Heights (metres) (max from floor slab)
Land around Barrington Street and Chapter Row including East Street	06	Cinema Restaurant	2,745sqm 1,603sqm	16m
	07	Retail	4,083sqm	10m
	08	Retail	1,082sqm	10m
	09	Retail	971sqm	10m

	10a/b	Retail	367sqm	9m
	11	Restaurant	525sqm	5m
	12	Cafe	186sqm	5m
	13	Cafe	139sqm	5m
The existing surface car park to the west of Garden Lane and south of Coronation Street	05	Multi storey car park	300 parking spaces	18m
Land to the north of the existing Waterloo Square car park		Surface level car park	18 parking spaces	-
Land to the west of Fowler Street and north of Crossgate and east of Garden Lane, including sections of Thomas Street, Charlotte Street, Franklin Street, Mount Terrace and St Hilda Street	04	Food retail	6,039sqm	10m
		Petrol station	NA	5m
	15	Cafe	135sqm	5m

38. The proposals for each of the four areas can be explained as follows:

Barrington Street and Chapter Row including East Street

- The demolition of all buildings within this area of the site,
- New retail units will be constructed north of Coronation Street and fronting onto Chapter Road and Kings Street.
- A new leisure unit (ie cinema) is proposed between 16 Barrington Street and Cornwallis Street in the west.

The existing surface car park to the west of Garden Lane and south of Coronation Street

- The existing surface level car park would be replaced with a five storey car park.

Land to the north of the existing Waterloo Square car park

- The existing Waterloo Square car park would be extended into the public realm adjacent to the Waterloo Square Shopping Centre and Garden Lane. This site could provide 18 parking spaces.

Land to the west of Fowler Street and north of Crossgate and east of Garden Lane, including sections of Thomas Street, Charlotte Street, Franklin Street, Mount Terrace and St Hilda Street

- New foodstore and associated petrol filling station (PFS) and car parking.
- The foodstore building would be sited to the south of the site, fronting onto Crossgate with the car park and PFS located immediately to the north.
- A stand-alone café is also included within this area, next to Burrow Street.

39. The outline proposals will not be built as soon as planning permission is granted as there are two other stages that will need to be completed. Firstly, the detailed design of the new buildings will need to be submitted to the Council and approved, and secondly the Compulsory Purchase Order for the land will need to be completed. As a result it is expected that this process will be finished by 2018 and building work completed by 2023.

40. The Joint ES also has to consider the need for the development and any alternative sites.

In terms of need for the development the Council has been a long held ambition to regenerate the town centre by improving the shopping environment and food/drink and leisure facilities to increase visitors and the health of the centre. The Core Strategy (2007) identifies a requirement to deliver economic growth, mixed use regeneration and improved accessibility to the South Shields area, particularly the town centre. A number of policies within this document support these objectives including the Spatial Vision, Policy ST1 and Policy SC2. The Council also prepared the South Shields and Waterfront Area Action Plan (2008).

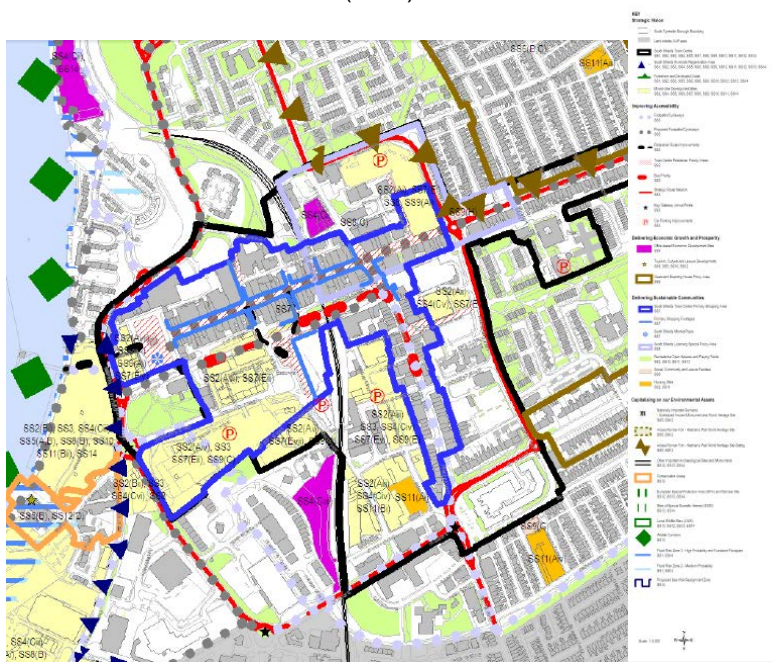


Figure 1.5 Extract from South Shields AAP Proposals Map

41. The South Shields 365 Vision which sought to maximise opportunities in the three core areas of: Riverside; Town Centre; and Foreshore. According to this document the Town

Centre attracted 3.7% of residents expenditure from the area, however, to stay viable it needs a minimum of 10% of the monies available from shoppers and visitors. In order to ensure that more money is spent in the town centre the report advises that more shops and leisure facilities are needed.

42. The 365 Vision set ambitious plans to provide new shopping units, food & drink units, leisure facilities as well as the new library and interchange.
43. The Council has considered a number of alternative layouts and development options as the AAP and Masterplan have progressed.

Socio-economic Effects

44. This Chapter within the ES (Chapter 6 – Socio-Economics) sets out the potential effects of the Proposed Development on the local economy and population both during the construction and operational (ie occupied) stages.
45. The assessment considers the potential effects on South Shields, Local Area (ie South Tyneside area), and the Wider area (ie whole of the North East) for both planning applications, individually and cumulatively. The assessments take into account the loss of employment as businesses are relocated to enable the redevelopment to take place.
46. Information regarding population by age, employment and unemployment levels, skills and qualifications, key employment sectors, earnings, deprivation, business rates and productivity has been collected and used as a baseline for the current conditions. The assessments then consider the likely effect of the proposed new retail, leisure, food & drink units and associated jobs on these key issues.

Construction phase

47. The assessment estimates the effect of the Transport Interchange will be to :
 - Create about 44 additional new jobs in South Shields, 83 in South Tyneside and 168 in the Wider region.
 - Reduce Job Seeker Allowance (JSA) Claimants, which is considered to be major beneficial for South Shields. The benefit reduces to negligible beneficial when considered across the South Tyneside and the Wider North East area.
 - Increase GVA (Gross Value Added) to the local economy by £2million net for the South Shields area, increasing to £3.7million for South Tyneside and £7.6million for the wider region. This is clearly a beneficial effect
48. The assessment estimates the effect of the Town Centre Masterplan will be to:
 - Create about 51 additional new jobs in South Shields, rising to 75 in South Tyneside and 117 in the Wider region.
 - Reduce Job Seeker Allowance (JSA) Claimants is considered to be major beneficial for South Shields. The benefit reduces to negligible beneficial when considered across the South Tyneside and the Wider North East area.

- Increase GVA (Gross Value Added) to the local economy by £5.3million net during the construction period across the North East, which includes £3.5m to the South Tyneside area of which £2.3million is in South Shields. This is considered to be negligible beneficial effect
49. The new jobs for the construction phase in both cases will be created through direct employment on site by the construction companies and those created in the supply chain (ie building materials) and associated activities (ie scaffolding companies) as well as money spent by construction workers in the area. This is considered to be a negligible to minor beneficial effect.

Operational Phase

50. The assessment estimates that the potential effect of the new Transport Interchange will be to:
- Create an additional 32 new jobs in South Shields, 63 new jobs within South Tyneside increasing to 110 within the wider region on jobs. It is envisaged that the existing jobs provided at the Metro Station and bus stands will transfer to the new facility. However, this application also includes additional retail and office space, which will create new jobs as business relocate and new business occupy the new floorspace.
 - Reduce Job Seeker Allowance (JSA) Claimants, which is considered to be major beneficial for South Shields. The benefit reduces to negligible beneficial when considered across the South Tyneside and the Wider North East area.
 - Increase GVA (Gross Value Added) to the local economy by £1.9million net for the South Shields area, increasing to £3.7million for South Tyneside and £6million for the wider region. This is clearly a beneficial effect.
51. The assessment estimates the effect of the Town Centre Masterplan will be to:
- Create about 273 additional new jobs in South Shields, rising to 403 in South Tyneside and 942 in the wider North East region. This is a major benefit.
 - Reduce Job Seeker Allowance (JSA) Claimants is considered to be major beneficial for South Shields. The benefit reduces to negligible beneficial when considered across the South Tyneside and the Wider North East area.
 - Increase GVA (Gross Value Added) to the local economy by £34.7million net across the North East, which includes £13.8million to the South Tyneside area of which £9.2million is in South Shields. This is clearly a beneficial effect.
 - increase the attractiveness of the town centre as a shopping and leisure destination, increasing visitors numbers and the length of their stay and thereby increasing expenditure within the centre. This additional floorspace will clearly support the viability of the town centre in the longer term, resulting in major benefit
 - Increase in business rates resulting in an additional £1.5million per annum in business rates, of which 50% would be retained by South Tyneside Council. This is considered to be a moderate benefit.

52. The Socio-economic Chapter also considers the potential cumulative effects of the new Transport Interchange and the Town Centre Masterplan. It advises that the joint effects of these developments is beneficial in terms of new jobs, local economy, reducing Job Seeker Claimants and improvements to the overall town centre offer.
53. This Chapter also looks at the effects of the new Transport Interchange, Town Centre Masterplan combined with The Word (new library & digital media centre). In all case, the benefits of these schemes in terms of employment, productivity and wealth whether considered individually or together are considered beneficial. These developments are being progressed in order to improve South Shields town centre by making it a more attractive place to invest, live and work.

Built Heritage

54. Chapter 7 Built Heritage within the main Joint ES sets out the potential effect of the Proposed Development on the above ground historic buildings and structures within the Application Sites within 500metres.
55. This Chapter is supported by two Heritage Statements covering the Transport Interchange and Town Centre Masterplan area, and The Word (new central library and digital media centre). These documents set out the detailed assessment of the potential impact on the listed and non-listed buildings adjacent or near to the sites.
56. The assessment in Chapter 7 of the main ES considers the potential effect of the development on about 40 Listed Buildings, two conservation areas (Mill Dam Conservation Area and Marriner's Cottages Conservation Area), as well as Hadrian's Wall World Heritage Site and about 39 non designated buildings(ie buildings which have some value due to their age, history or design) in the vicinity of the application area.
57. The Chapter concludes that whilst the demolition and construction of the new buildings will have a negative effect on 16 Barrington Street however this is not a significant effect in EIA terms. The effect of the Proposed Developments is neutral or beneficial for all other assessed buildings and assets.
58. Consideration has also been given to the potential cumulative effects of the new Transport Interchange and Town Centre Masterplan, as well as the combined effect of these two development with The Word. In all cases there are no significant environmental effects to the built heritage.

Summary

59. The ES considers the potential significant environmental effects of the Proposed Development in terms of socio-economic and built heritage. The assessments confirm that the Proposed Development will not result in any significant adverse effects. Indeed, from a socio-economic view the effects are all beneficial in terms of jobs, economy, social and public revenue (ie business rates).
60. The effects on the built heritage are not significant. On this basis, no mitigation measures are proposed.

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