

Planning Statement

South Shields Town Centre Regeneration

Full planning application:

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

July 2015

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Client

Muse Developments Ltd, South Tyneside Council and Nexus

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Executive Summary

1. This Planning Statement has been prepared on behalf of Muse Developments Ltd, South Tyneside Council and Nexus for the proposed second phase of the South Shields 365 Regeneration Strategy of South Shields Town Centre.
2. This planning application seeks planning permission for the 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, and the 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.
3. A separate simultaneous application for outline planning permission for the wider town centre masterplan for the redevelopment of South Shields town Centre has also been submitted. The two planning applications are submitted simultaneously but must be treated as separate applications. It is envisaged that the proposals for the Transport Interchange are to be implemented ahead of the wider outline proposals. Although two separate planning applications are submitted, one is integral to the success of the other.
4. The application proposals will see an important area of South Shields town centre improved, bringing significant economic benefits to the town and providing an iconic piece of architecture in the form of a new integrated transport interchange. Nationally, this will make people more aware of South Shields and its ambitions. In turn, this should assist in taking forward the next phases of development, building the momentum with each phase of development.
5. The proposed application – along with the simultaneous application for the town centre masterplan proposals – will see South Tyneside’s Spatial Vision for South Shields continue to be implemented. The proposed development will benefit the people of South Shields, improve the urban fabric of the town and attract more people to the town’s retail and commercial core.

1. Introduction

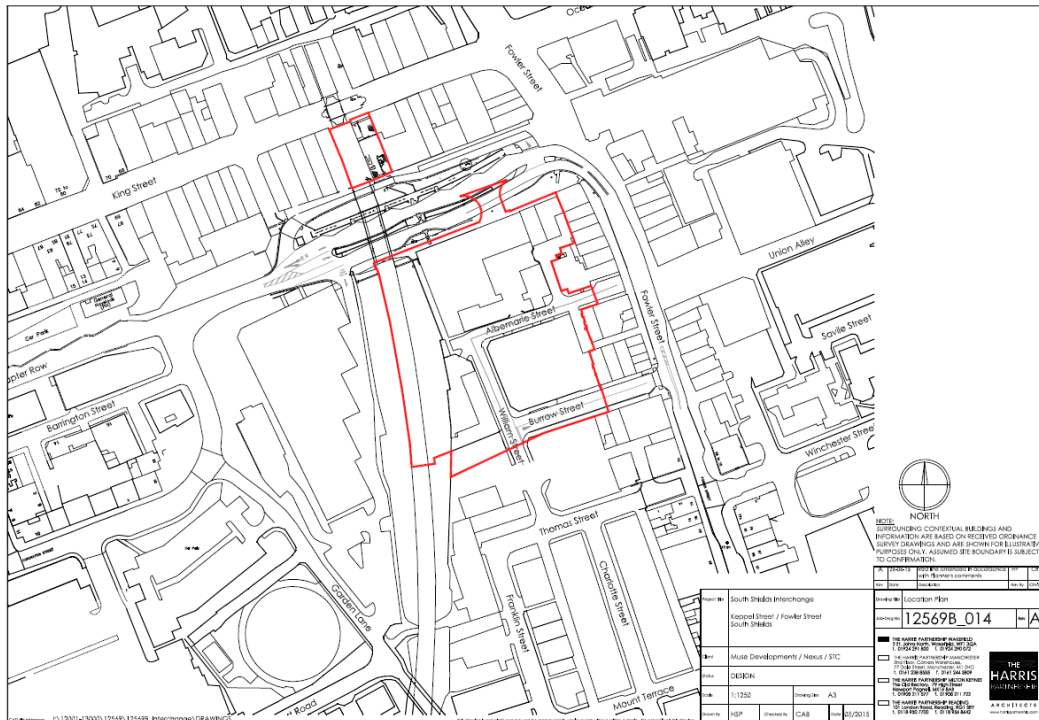
- 1.1 This Planning Statement accompanies and supports the full planning application submitted on behalf of our joint client, Muse Developments Ltd, South Tyneside Council and Nexus, for the proposed second phase of the South Shields 365 Regeneration Strategy of South Shields town centre.
- 1.2 The planning application seeks planning permission for the 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, and the 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.
- 1.3 The application site currently comprises 1.1 hectares in two parcels of land: an area of land incorporating the current Metro station (to be demolished) and walkway between King Street and Fowler Street, and an area of land incorporating the existing Metro track and buildings (also to be demolished) to the west of Fowler Street, including sections of Albermarle Street, William Street and Burrow Street.
- 1.4 The demolition of these elements and site clearance will enable the site to be ready for the development of a new Transport Interchange and public realm improvements.
- 1.5 As mentioned previously, this planning application forms part of the second phase of the South Shields 365 Town Centre Vision of South Shields town centre. The first phase comprised the construction of a new Central Library and Digital Media Hub (known as 'The Word') and the remodelling of the existing Market Place, which were approved planning permission in October 2014 and have now started on site.
- 1.6 The second phase comprises this planning application for the new Transport Interchange and retail/office provision, along with a separate simultaneous application for outline planning permission for the wider town centre masterplan for the redevelopment of South Shields town centre. The separate outline application comprises the 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, and the erection of A1 retail uses (7,390sq m), A3 restaurants and cafés (2,060sq m), D2 cinema (2,745sq m) and an A1 foodstore (6,039sq m) with multi-storey and surface car parking.
- 1.7 The two planning applications are submitted simultaneously but must be treated as separate applications. It is envisaged that the proposals for the Transport Interchange are to be implemented ahead of the wider outline proposals.
- 1.8 This Planning Statement forms part of a suite of documents and drawings submitted in support of the planning application, which also comprise:
 - Air Quality Assessment
 - Arboricultural Assessment

- Archaeological Assessment
- Design and Access Statement
- Ecology Statement
- Economic Appraisal
- Environmental Noise Assessment
- Environmental Statement
- Flood Risk Assessment and Drainage Strategy
- Heritage Statement
- Landscaping details
- Lighting Statement
- Phase 1 Ground Conditions Report
- Statement of Community Involvement
- Sustainability Statement
- Transport Assessment and Travel Plan

- 1.9 This Planning Statement should be read in conjunction with the documents listed above.
- 1.10 The purpose of this Planning Statement is to provide an assessment of the application proposals in the context of current relevant planning policy and guidance.
- 1.11 It is important to note that this Planning Statement does not explore the technical matters contained in the reports set out above in detail.
- 1.12 A number of discussions and four pre-application meetings have taken place with the Planning Officer and other Officers at South Tyneside Council. The Council have been kept up-to-date of the project's evolution over the past six months. In turn, the Council have helpfully provided comments and assistance throughout this period.
- 1.13 A public exhibition was held on Thursday 18 June 2015 at the South Shields Museum and again on Saturday 20 June 2015 at South Shields Library to introduce the proposals to members of the public and other interested parties, with the development team on hand to answer questions. A summary of the exhibition is provided in the accompanying Statement of Community Involvement document.
- 1.14 The remainder of this document is structured as follows:
- Section 2 describes the application site and its surroundings;
 - Section 3 describes the development proposals;
 - Section 4 sets out the relevant planning history of the application site;
 - Section 5 sets out the planning policy context of relevance to the application;
 - Section 6 identifies the key issues and provides a planning appraisal of the application;
 - Section 7 provides a conclusion.

2. Site and Surroundings

- 2.1 As shown on the accompanying drawings, the application site 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.



Application site boundary

- 2.2 The first parcel of land forming part of the application site relates to 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. The ground floor area is shown in the image below.



Existing Metro station entrance from King Street

- 2.3 The second parcel of land forming the remaining part of the application site relates to the site of the proposed new Transport Interchange and separate retail/office unit. This 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.

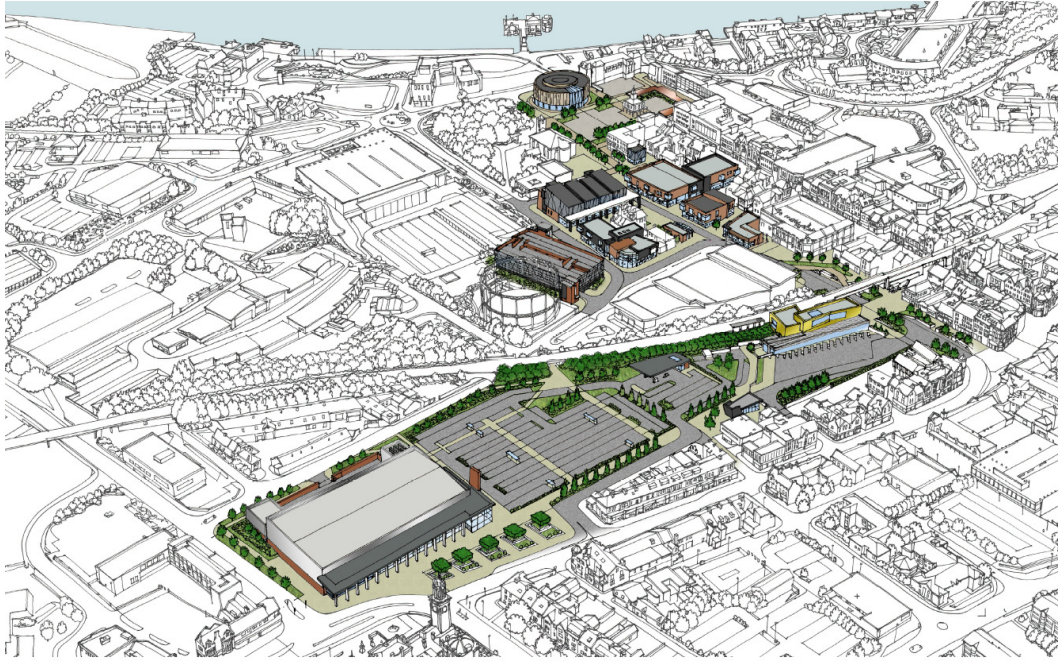


View from the William Street public car park looking northwards towards Albemarle Street and Burrow Street



View from within the application site on Albemarle Street looking north-west at the existing Post Office building

- 2.4 As shown on the accompanying plans, the parcel of land incorporates a bellmouth from the proposed Transport Interchange onto Keppel Street to the north. The highway works to Keppel Street to facilitate the improved circulation of public transport are being dealt with separately by way of a s278 application, but they are part of the development proposed. Section 3 of this Statement explains this in more detail.
- 2.5 The second phase of the wider South Shields 365 Regeneration Strategy comprises this planning application for the new Transport Interchange and retail/office provision, along with a separate simultaneous application for outline planning permission for the wider town centre masterplan, including retail uses, restaurants and cafes, a cinema and a supermarket with multi-storey and surface-level car parking. The two applications are separate but are closely related, particularly as the site of the foodstore and petrol filling station proposed in the outline application are adjacent to the Transport Interchange proposals.
- 2.6 The accompanying drawings show the extent of the second phase of the South Shields 365 Regeneration Strategy, which has a total of 6.0 ha of land within South Shields town centre.



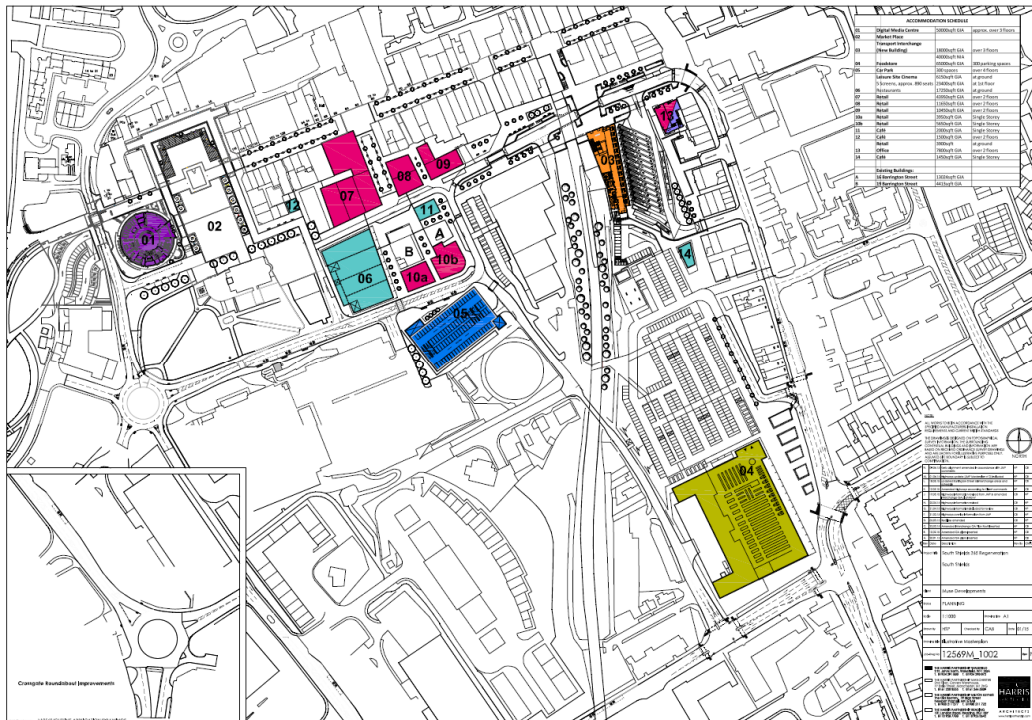
Illustrative masterplan of the wider South Shields 365 Regeneration Strategy

- 2.7 The application site is in a highly-sustainable location within South Shields town centre, situated adjacent to the Metro line and bus routes and the cross-Tyne Ferry link some 250 metres to the west. The Sustainability Statement that accompanies the application sets out the sustainability of the application site in greater detail.
- 2.8 The site does not lie within an area at risk of flooding from rivers or the sea, as identified on the Environment Agency's online flood risk maps.

3. Proposed Development

Wider strategy

3.1 The proposals represent a part of the second phase of the wider South Shields 365 Regeneration Strategy, which is contained within the South Shields 365 Town Centre Vision document, published by South Tyneside Council.



Plan showing the proposed Transport Interchange within the wider illustrative masterplan proposals

3.2 The first phase of the 365 Vision comprised the construction of a new Central Library and Digital Media Hub (now known as ‘The Word’) and the remodelling of the existing Market Place, which were approved planning permission in October 2014. Construction work has now started for The Word, which is expected to open in 2016.

3.3 This second phase comprises this planning application for the new Transport Interchange and retail/office provision, along with a separate simultaneous application for outline planning permission for the wider town centre masterplan for the redevelopment of South Shields town centre.

3.4 The separate outline application comprises the 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, and the erection of A1 retail uses (7,390sq m), A3 restaurants and cafés (2,060sq m), D2 cinema (2,745sq m) and an A1 foodstore (6,039sq m) with multi-storey and surface car parking.

- 3.5 Due to the significant level of demolition involved in the town centre masterplan application, this is subject to a separate Compulsory Purchase Order (CPO) inquiry, which will follow.
- 3.6 In addition, both the Transport Interchange and town centre masterplan applications involve substantial reconfiguration to the existing public highway network. That work outside the boundary of the planning application sites is subject to a separate highways application under section 278 of the Highways Act. The extent of these works is explained in the accompanying Design and Access Statement, prepared by the Harris Partnership.

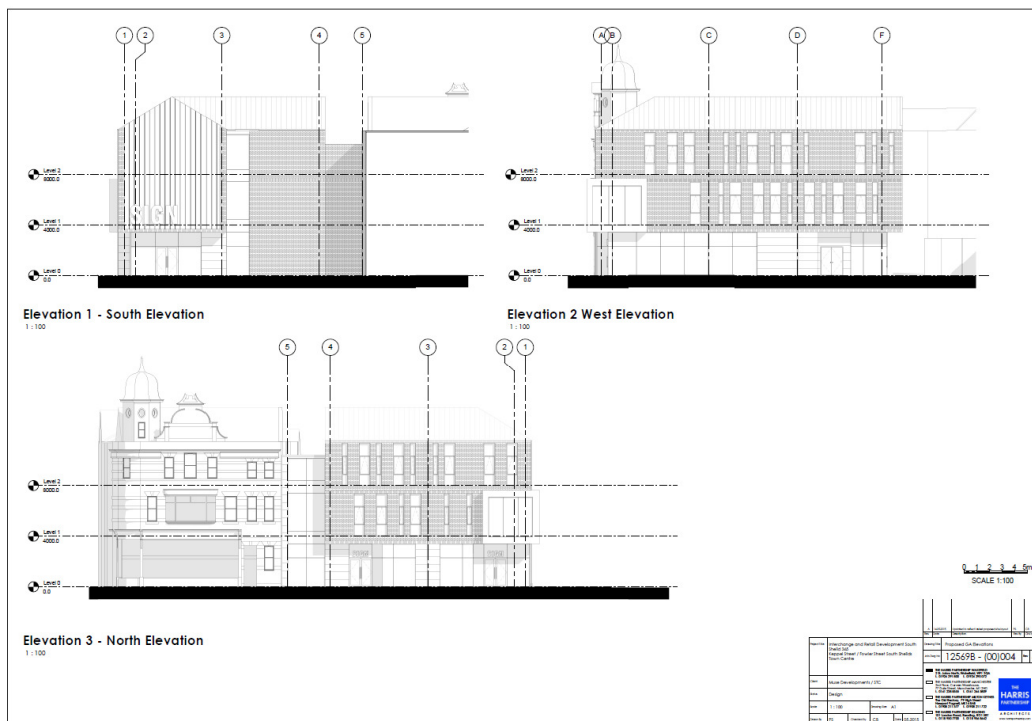
This planning application

- 3.7 As shown in the accompanying drawings, this planning application relates to 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.
- 3.8 The drawings show that the existing Metro station and walkway between King Street and Keppel Street is proposed to be demolished, removing the above-ground level, with public realm enhancements and landscaping improvements to be made within this area. This will incorporate a paved area with raised landscape planters and seating, along with areas for market stalls.
- 3.9 The drawings also show the proposed new Transport Interchange building, which will incorporate a new bus station, concourse and retail unit at ground-floor level and a new Metro station with new platform above at 'platform level.'



Indicative 3-D visualisation of the proposed new transport interchange, showing the indicative height and scale of the new building and the proposed public realm enhancements

- 3.10 The Transport Interchange will represent a landmark piece of architecture within the town centre, providing an integrated transport hub and enabling a significant improvement in hard and soft landscape around the site.
- 3.11 At the ground level, the Interchange will provide bays for 14 buses (as well as coach parking and overflow bus parking provision) and a re-aligned road network to enable legibility and ease of circulation of bus traffic entering from Fowler Street and Burrow Street, through the Interchange and exiting onto Keppel Street. Visitor/short-stay parking provision within a passenger drop-off area will be provided to the south of the bus concourse, accessed separately from William Street.
- 3.12 The building itself will incorporate ancillary office and store rooms, a travel shop, staff room, cycle parking and a retail unit of 178sq m GIA at ground level. ATM machines will be positioned to the north of the concourse.
- 3.13 Stairs and escalators will provide access from the ground-floor level to the platform level, leading through an upper concourse to the platform itself. Ancillary staff facilities are also proposed within the upper concourse area.
- 3.14 To the east of the bus concourse, a new three-storey unit is proposed for retail/office accommodation. The building will be located adjacent to the existing buildings on the corner of Fowler Street and Keppel Street and will include two retail units at ground-floor level (147sq m and 146sq m GIA), office accommodation on the first floor (310sq m GIA) and further office accommodation on the second floor (310sq m).



Proposed elevations of the new retail/office unit

4. Relevant Planning History

- 4.1 The planning history of the application site is limited, with no directly relevant planning applications listed on the Council's online planning application database.
- 4.2 Although the existing South Shields Metro Station on King Street and the Post Office and properties on Keppel Street, Albemarle Street, William Street and Burrow Street (which are to be demolished) benefit from various historic planning permissions for minor operations and changes of use, these permissions are not considered to be of direct relevance to the current proposals.
- 4.3 The former Streamline Garages on William Street and Tyneside Car Sales on Burrow Street were subject to a prior notification application for their demolition in 2012 (under LPA reference ST/1765/12/DEM). These properties have now been demolished.

Pre-application liaison with South Tyneside Council

- 4.4 As Muse Developments' town planning consultant, Turley have had an active role to play in progressing the planning application process pre-submission.
- 4.5 A number of discussions and pre-application meetings have taken place with the Planning Officer and other Officers at South Tyneside Council. The Council have been kept up-to-date of the project's evolution over the past six months. In turn, the Council have helpfully provided comments and assistance throughout this period.

5. Planning Policy Context

5.1 This section sets out current relevant national and local planning policy. Specific policies relating to design and heritage are reviewed in more detail in the relevant Design and Access Statement and Heritage Statement respectively.

5.2 The policies outlined below are assessed in detail in chapter 6 of this Statement. As such, the two chapters should be read in conjunction with each other.

National Planning Policy Framework

5.3 The National Planning Policy Framework (the Framework) sets out the Government's planning policies for England, with the presumption in favour of sustainable development (paragraph 14).

5.4 Paragraph 7 of the Framework sets out the three dimensions to sustainable development: economic, social and environmental. The social role includes supporting strong, vibrant and healthy communities by providing accessible local services that reflect the community's needs and support its cultural well-being, and also by mitigating and adapting to climate change including moving to a low carbon economy.

5.5 Paragraph 9 advises that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including making it easier for jobs to be created in cities, towns and villages, replacing poor design with better design, and improving the conditions in which people live, work, travel and take leisure.

5.6 Paragraph 17 sets out 12 core planning principles which should underpin both plan-making and decision-taking. Of relevance to this application, these include proactively driving and supporting sustainable economic development to deliver the infrastructure that the country needs, securing high-quality design and amenity, supporting the transition to a low carbon future, encouraging the effective use of land by reusing land that has been previously developed (brownfield land), promoting mixed use developments and making the fullest possible use of public transport, walking and cycling.

5.7 Section 2 of the Framework seeks to ensure the viability of town centres. Of relevance, paragraph 23 states that LPAs should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality, promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres, and, where town centres are in decline, plan positively for their future to encourage economic activity.

5.8 Section 4 of the Framework promotes sustainable transport, supporting solutions which reduce greenhouse gas emission and reduce congestion. Paragraph 31 states that local authorities should work with transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.

5.9 Paragraph 35 seeks developments to give priority to pedestrian and cycle movements and have access to high quality public transport facilities, as well as creating safe and

secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter, incorporating facilities for charging plug-in and other ultra-low emission vehicles, and considering the needs of people with disabilities by all modes of transport.

- 5.10 Paragraph 37 aims for a balance of land uses so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.
- 5.11 Paragraph 56 of the Framework states the importance the Government attaches to the design of the built environment, stating that *“good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*
- 5.12 Paragraph 60 of the Framework states that *“planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.”* Paragraph 61 goes on to say that *“planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.”*
- 5.13 Paragraph 63 gives ‘great weight’ to outstanding or innovative designs which help raise the standard of design more generally in the area. Paragraph 64 advises that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 5.14 Paragraph 65 states that *“local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits).”*
- 5.15 Paragraph 66 goes on to say that *“applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.”*
- 5.16 In order to deliver the social, recreational and cultural facilities and services the community needs, paragraph 70 of the Framework states that planning policies and decisions should plan positively for the provision and use of community facilities to enhance the sustainability of communities and residential environments.
- 5.17 Paragraph 125 aims to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

- 5.18 Paragraphs 126 to 141 of the Framework deal with heritage. In respect of planning applications, paragraph 128 requires the description of the significance of any heritage assets affected, including any contribution made by their setting, and states that the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 5.19 Given that heritage is a key issue in the determination of the applications, this is addressed separately in greater detail in the Heritage Statement, which accompanies the submission.
- 5.20 Paragraphs 186 and 187 of the Framework encourage local authorities to approach decision-taking in a positive way to foster the delivery of sustainable development and to look for solutions rather than problems, to seek to approve applications for sustainable development where possible, and to work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

The Development Plan

- 5.21 Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that the determination of planning applications must be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.22 The South Tyneside Local Development Framework (LDF) is the current Local Plan. It comprises a portfolio of statutory Development Plan Documents¹ and Supplementary Planning Documents. The relevant policies are summarised below. All documents have been adopted.
- 5.23 The emerging South Tyneside Local Plan is currently in the early stages of preparation, and will bring together the Council's LDF Core Strategy and Development Management Policies DPDs. Public consultation on strategic growth scenarios for the Borough was carried out through a questionnaire in June and July 2015, and adoption of the emerging Local Plan is anticipated for 2018. However, as this document is not at an advanced stage, it is not considered that significant weight can be attached to it in the determination of the applications.

LDF Development Plan Documents (DPDs)

Core Strategy (2007)

- 5.24 The Core Strategy sets out the overarching vision of achieving "a better future for South Tyneside's people". It is a blueprint for the economic, social and environmental transformation of the Borough, taking forward the vision of South Tyneside's Regeneration Strategy and providing the framework for proactively implementing the aims and objectives of the Council's Community Strategy that affect the use of land and buildings.
- 5.25 The Core Strategy describes how the Borough's population is "falling slowly following an earlier period of more rapid decline". This has had an impact on the quality of life for the

¹ The Site-Specific Allocations DPD covers the remaining "non-Area Action Plan" parts of the Borough and is not, therefore, of relevance to this proposal

Borough's residents (because previous policies have sought to manage decline rather than reverse it). One of the key challenges is to make the Borough a place which maximises the opportunity for people to meet their aspirations, including learning and visiting.

- 5.26 To bring this change about, the **Spatial Vision** of the Core Strategy seeks to concentrate development in key regeneration/ development areas, which includes the centre of South Shields. The vision stipulates that proposals should be of sufficient scale to deliver a major change in the perception of the Borough and to have the greatest impact on quality of life and cultural facilities.
- 5.27 Strategic **Policy ST1** sets the Spatial Strategy for South Tyneside. The policy seeks to maximise both the re-use of previously developed land and the community benefits of regeneration, whilst avoiding or minimising environmental impacts and congestion and safeguarding natural and cultural assets.
- 5.28 Strategic **Policy ST2** relates to sustainable urban living. This will be promoted by ensuring that:
- Highest standards of urban design are promoted so that buildings and their settings make a positive contribution to the local area;
 - The use of environmentally sound and energy efficient construction materials and operational techniques are achieved and that developers work towards low carbon and zero carbon standards;
 - On-site generation of renewable energy is maximised, with a target of 10% of each scheme's energy requirements;
 - Use is made of 'sustainable urban drainage systems' and water conservation features including 'grey water recycling' and other technologies wherever possible;
 - Priority is given to alternative modes of transport to the private car, and access by:
 - i) requiring travel plans for developments which would have significant transport implications;
 - ii) enhancing electronic communication infrastructure;
 - The need to design out crime and eliminate the fear of crime has been addressed;
 - Buildings and their settings are designed to be flexible, enabling them to adapt to future needs and to take into account the needs of all users; and
 - All new development is encouraged to incorporate biodiversity and geological features at the design stage.
- 5.29 **Policy A1** aims to improve accessibility, including focusing development in regeneration areas such as South Shields town centre.

5.30 **Policy E1** allocates land for economic development, and states that *“particular priority will be given to focusing office development within the Town Centres and South Shields Riverside.”*

5.31 **Policy SC1** seeks to create sustainable urban areas. Again, development proposals should be focused and promoted within built-up areas, where they can create a strong sense of place by strengthening the distinctive historic and cultural qualities including townscape, promoting high quality design, revitalising the town centre and improving the provision of accessible basic local services and community facilities, whilst focusing high trip-generating uses within town centres.

5.32 **Policy SC2** focuses retailing (as well as offices, commercial leisure, indoor sports, cultural, social and community facilities) within the three town centres of South Shields, Jarrow and Hebburn, where they:

- A) protect and enhance the retail character and function of ground floor premises within the defined primary shopping areas and primary retail frontages;
- B) encourage retail growth and an appropriate mix of uses within the secondary shopping streets and through the re-use of upper floors; and
- C) encourage the controlled and well-managed growth, diversification and promotion of the evening economy, particularly in South Shields town centre.

5.33 **Policy EA1** seeks to improve the distinctive urban characters of South Shields, Jarrow and Hebburn.

5.34 **Policy EA5** requires new development to be controlled so that it:

- acts to reduce levels of pollution, environmental risk and nuisance;
- focuses the treatment of contaminated and derelict land; and
- ensures that the individual and cumulative effects of development do not breach noise, hazardous substances or pollution limits.

Development Management Policies Development Plan Document (2011)

5.35 **Policy DM1** is a general policy relating to the management of development. Of relevance to the development proposed in this application, the Council will ensure that:

- The development is designed to convey sensitive consideration of its surroundings, and, where possible, enhance its local setting and reinforce local identity, having particular regard to scale and proportions, alignment, form, use of materials and architectural detailing;
- The development is acceptable in relation to any impact on residential amenity;
- The development protects existing soft landscaping, including trees and hedges, where possible or provides replacement planting where necessary;

- New development provides well-designed external spaces to provide a high quality setting for buildings, improve visual amenity and enhance community activity;
- The design of buildings and external spaces incorporates focal points and landmarks to aid recognition and legibility of the townscape and streetscape, including public art, where possible;
- The impact of the development is acceptable in relation to highway capacity and safety or includes proposals to mitigate any adverse impacts;
- New development provides site layouts that facilitate convenient and safe routes between facilities, and prioritises movement by pedestrians and cyclists;
- The needs of all users for access around sites and into buildings for public use are considered as an integral part of the development;
- The development is designed to achieve lower carbon emissions, and to be energy efficient and maximise the use of renewable and low carbon energy sources;
- The development is designed to minimise and mitigate localised flood risk, both on site or elsewhere;
- The development does not adversely impact upon air pollution levels;
- Any risks of contamination have been fully assessed and, where necessary, remediation measures are included as part of the development proposals.

5.36 **Policy DM6** relates to heritage assets and archaeology, which are discussed in greater detail in the separate Heritage Statement and Archaeological Desk-Based Assessment that accompany the submission. However, it is important to note that the policy is supportive of development proposals that protect, preserve and where possible enhance the historic, cultural and architectural character and heritage, visual appearance and contextual importance of the Borough's heritage assets and their settings.

South Shields Town Centre & Waterfront Area Action Plan (2008)

5.37 The Area Action Plan (AAP) is the detailed development plan document for South Shields. It sets out the more detailed strategy and vision, policies and site-specific land allocations for South Shields town centre, riverside and foreshore.

5.38 The AAP Proposals Map identifies the site as within the designated South Shields town centre boundary. The site is also mainly within the South Shields Town Centre Primary Shopping Area (with the area to the south of Albemarle Street falling outside this designation).

5.39 The northern end of Fowler Street and Keppel Street are designated 'bus priority,' as shown on the Proposals Map.

5.40 **Policy SS1** sets out the strategic vision which includes strengthening, reviving and promoting the growth of the town centre as the Borough's principal centre for shopping, entertainment and leisure, culture and administration, making it a popular and attractive market town.

- 5.41 **Policy SS3** deals with improving the physical accessibility of South Shields Town Centre and Waterfront. Of particular relevance, sub-point a) seeks to improve visual and physical infrastructure links between the riverside, town centre and foreshore/seafront, particularly along the King Street/Ocean Road axis.
- 5.42 Sub-point b) seeks to improve the accessibility of existing and proposed development sites by improving pedestrian connections between the King Street and Waterloo Square/Coronation Street primary shopping areas, and with the Metro/bus station interchange, and between the Market Place and the Shields Ferry landing and Customs House on the riverside.
- 5.43 Sub-point c) is also relevant, as it seeks to encourage improvements at the Metro station and bus stands along Keppel Street and Chapter Row/Church Way.
- 5.44 Another important sub-point is g), which seeks to improve traffic movement, circulation and management, including the focusing of road traffic for the town centre and riverside towards main gateways at the Crossgate/Station Road roundabout and at the Station Road/Coronation Street roundabout beside Harton Quay, and with a secondary gateway at the Crossgate/Westoe Road junction outside the Town Hall.
- 5.45 Finally, sub-point h) is relevant in that it seeks to improve connections and signage between town centre car parks, including improving links between the Coronation Street/Waterloo Square area and rationalised and consolidated provision in the area to the west of Fowler Street (by 2015).
- 5.46 **Policy SS4** promotes the economic growth and prosperity of South Shields by (amongst other things) allocating high quality office-based business and commercial developments.
- 5.47 **Policy SS7** deals with retailing opportunities in South Shields, encouraging proposals that improve the vitality and viability of the town centre, maintain a sustainable retail environment, and improve its image as a high quality location to invest in.
- 5.48 In order to manage the growth of the town centre, this will be achieved by (amongst other things) concentrating retail development within the designated primary shopping area, encouraging retail growth within the designated primary frontages, and maintaining a high proportion of no less than 85% of properties in Use Class A1 retail within the primary frontages in and around King Street and Waterloo Square.
- 5.49 **Policy SS12** states that the built environment assets of the South Shields town centre, riverside and foreshore areas will be protected, together with their settings.

LDF Supplementary Planning Documents (SPDs)

- 5.50 The following SPDs are considered to be relevant to the application proposals.
- SPD 1: Sustainable Construction and Development (2007)***
- 5.51 SPD 1 supplements Core Strategy Policy ST2 'Sustainable Urban Living,' which is summarised above. The SPD seeks to raise awareness of the range of environmentally-friendly methods and techniques available through a Sustainability Checklist. It requires

applicants for larger scale schemes to demonstrate their sustainability credentials within a Sustainability Statement.

SPD 5: Planning Obligations & Agreements (2008)

- 5.52 The Council considers it reasonable to ask developers to contribute towards the cost of infrastructure, facilities and services that will be needed as a result of their development. The SPD sets out what will be required from developers in the form of planning obligations, having regard to the specific details of the development proposal and the viability of the scheme. In particular, the Council will seek to secure a fair and reasonable developer contribution, without removing the incentive for new development to take place in the Borough.

SPD 6: Parking Standards (2010)

- 5.53 SPD6 sets out the parking standards that the Council will have regard to in assessing proposals for new development. These standards cover the maximum levels of provision for car parking, and minimum levels of provision for parking for people with disabilities, cycles and motorcycles.
- 5.54 The proposed new Interchange does not fall into any of the categories set out in the maximum standards. However, the document does set a standard of 1 space per 30 sq m floor space (and 2 cycle parking spaces per 100sq m) for shops below 500 sq m.
- 5.55 In addition, for office accommodation, this figure is the same as above.
- 5.56 However, in South Shields Town Centre, because of its enhanced accessibility, the Council will expect 10% of the car parking standard to be applied.

SPD 7: Travel Plans (2010)

- 5.57 SPD7 supplements Core Strategy Policy ST2 'Sustainable Urban Living' and provides developers with guidance on when Travel Plans should be produced and what they should contain. Travel Plans may be secured through Section 106 agreements.

SPD21: Locally Significant Heritage Assets (2011)

- 5.58 SPD21 relates to non-designated heritage assets that are considered by the Council to be 'locally significant.' The 'Local List' is intended to recognise these non-designated assets so that they can be properly considered when development proposals are submitted to the Council.
- 5.59 This document is addressed in more detail in the accompanying Heritage Assessment.

Other Relevant Documents

South Shields 365

- 5.60 The South Shields 365 Town Centre Vision document sets out a sustainable economic vision for South Shields and seeks to create new opportunities for residents, businesses and visitors.
- 5.61 As with the AAP, the document defines three character areas. The Master Plan demonstrates how improved links between the town centre, Riverside and Foreshore will result in a positive visitor experience, and an altogether more cohesive and

functional town. The application site sits within the town centre, a key objective for which is a new Transport Interchange.

- 5.62 The document explains that this part of the town is of limited quality in terms of townscape and public realm and is in need of major remodelling in terms of the public realm and pedestrian and traffic/bus movements. It is identified that the area has a confusing ambience dominated by the backs of shops, refuse storage, highways, guard rails and crossing points.
- 5.63 The document also acknowledges that, at present the Bus and Metro Stations give a poor sense of arrival into the town centre, with both being in need of significant investment. As such, the comprehensive regeneration of this important area within the town will not only provide an opportunity to work with partners to develop an attractive public transport hub as a gateway to the town, but will also facilitate integration with new developments to the east of Fowler Street.

Planning Policy Summary

- 5.64 It is clear from the relevant documents identified above that the proposals are supported by current national and local planning policy. The subsequent chapter provides a detailed assessment of the proposals in light of the identified policies and supplementary planning documents.

6. Planning Appraisal

- 6.1 This chapter appraises the planning application against national and local planning policy documents: principally, the NPPF and the adopted South Tyneside Local Development Framework Core Strategy (2007), as identified in the previous chapter.
- 6.2 An Environmental Statement (ES) accompanies this planning application. The ES describes the proposed development, its likely significant environmental effects (during construction and operation) and the proposed ways to prevent, reduce and offset any significant adverse effects on the environment. A Non-Technical Summary (NTS) of the document also accompanies this planning application.

Key Issues

- 6.3 The proposed 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, and the 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, represents a significant investment in South Shields. When taken with the simultaneous outline masterplan application, and taking into account the first phase of the wider South Shields 365 Town Centre Vision (erection of 'The Word' and Market Place remodelling), they will significantly improve the town, bringing in associated economic, social and environmental benefits.
- 6.4 The proposed new Transport Interchange will provide a significantly enhanced public transport hub for the town, consolidating the existing bus stands which currently exist along Keppel Street and the existing Metro station on King Street and bringing them together as a single, legible entity.
- 6.5 The demolition of the existing Metro station will enable enhancements to be made to the public realm, opening up the link between King Street and Keppel Street and improving pedestrian circulation around the town centre.
- 6.6 The redevelopment of the Albermarle Street/Burrow Street/William Street area will replace the existing buildings and areas of redundant land with modern, purpose-built facilities to enhance the public transport offer for South Shields while taking the opportunity to provide a landmark building for the town centre.
- 6.7 The proposed retail and office unit will also provide high-quality accommodation, attracting further enterprise to the area.
- 6.8 Overall, the proposals for the new Interchange are supported by national planning policy contained within the National Planning Policy Framework. They are also supported by local planning policy contained within South Tyneside Local Development Framework Core Strategy and South Shields Town Centre and Waterfront Area Action Plan, as well as the South Shields 365 document.

- 6.9 In respect of the foregoing, it is considered that the key issues in the determination of this application are the benefits of the proposals from a regeneration perspective (including the economic benefits), heritage issues (which are addressed in greater detail in the accompanying Heritage Statement), townscape/visual impacts (addressed in the accompanying Design and Access Statement) and highway/transport matters (addressed in the accompanying Transport Assessment and Travel Plan prepared by JMP Consultants Ltd).
- 6.10 These issues, along with the principle of development and other material considerations, are discussed in detail below.

The principle of the proposed development

- 6.11 The overall scheme in the two simultaneous applications represents the second phase of a larger vision to transform South Shields, as set out in detail in the South Shields 365 Town Centre Vision and masterplan documents.
- 6.12 Under the Use Classes Order, the proposed Transport Interchange is classed as a *sui generis* use, while the retail unit is A1 'shops' and the office space is B1 'business.'
- 6.13 In respect of the proposed Transport Interchange, this is a key component of the South Shields 365 Town Centre Vision document, which states that:
- "The comprehensive regeneration of this important area within the town will not only provide an opportunity to work with partners to develop an attractive public transport hub as a gateway to the town but will also facilitate integration with new developments to the east of Fowler Street. Options around the form, layout and location of any new public transport facilities will be the subject of discussions with all stakeholders."*
- 6.14 Policy SS3 of the adopted Area Action Plan (AAP) seeks to improve visual and physical infrastructure links between the riverside, town centre and foreshore/seafront, particularly along the King Street/Ocean Road axis, including improving pedestrian connections between the King Street and Waterloo Square/Coronation Street primary shopping areas, and with the Metro/bus station interchange.
- 6.15 In addition, the adopted Core Strategy seeks to maximise the re-use of previously developed land and the community benefits of regeneration (policy ST1) and improve accessibility (policy A1), including focusing development in regeneration areas such as South Shields town centre.
- 6.16 In respect of the proposed retail/office accommodation, such uses are encouraged by the NPPF, the adopted Core Strategy and the adopted AAP in town centre locations such as South Shields town centre.
- 6.17 Policy SC2 of the Core Strategy focuses retailing and offices, within the three town centres of South Shields, Jarrow and Hebburn, and policies SS4 and SS7 of the AAP promote the economic growth and prosperity of South Shields by encouraging high quality office-based business, commercial and retailing opportunities.

- 6.18 The overall proposals for the Transport Interchange and retail/office accommodation, along with improvements to the public realm, will see South Tyneside's Spatial Vision for South Shields continue to be implemented (following approval of 'The Word' and remodelling of the Market Place). The proposed development will benefit the people of South Shields, improve the urban fabric of the town and attract more people to the town's retail and commercial core through improved transport links and pedestrian legibility.
- 6.19 The principle of development of the proposed Transport Interchange, retail and office accommodation and improvements to the public realm are supported by the NPPF, the South Tyneside LDF Core Strategy and South Shields Town Centre and Waterfront Area Action Plan, as well as the South Shields 365 document. As such, it is considered that the principle of development is acceptable in this location.

Other material policy considerations

- 6.20 Before assessing other material considerations, it is worth noting that design, heritage, highway matters and the economic impacts are being considered in detail in other reports and assessments that are submitted as part of the application package. It is not intended to repeat these assessments as part of this Planning Statement, although the key findings in relation to relevant planning policy are summarised below.

Economic Impact

- 6.21 The economic impact of the application proposals is addressed in detail in the accompanying Economic Statement, prepared by Turley Economics, along with the accompanying Environmental Statement.
- 6.22 The Economic Statement identifies that the Government is committed to supporting economic growth, with national policies highlighting the importance of supporting economic development and job creation. Economic growth is also promoted at a local level, with both the North East Local Enterprise Partnership (LEP) and the Core Strategy recognising the need to attract investment in order to provide additional employment opportunities, enhance economic vitality and encourage further growth. Transport investment is identified as one such priority.
- 6.23 The Economic Statement concludes that the proposed development will have a lasting positive economic effect within South Shields, South Tyneside, and across the wider North East LEP area via employment, expenditure and local revenues generated.
- 6.24 The headline economic impacts estimated in relation to the construction phase of the development are Direct Construction Employment Generation, Indirect and Induced Construction Employment Generation and Construction Derived Productivity Uplift.
- 6.25 The headline economic impacts estimated in relation to the operational phase of the development are Gross Employment Generation, Net Additional Employment, Productivity Uplift, Business Rates Impact and Journey Time Savings.
- 6.26 In light of the above, it is considered that the proposed development will make a significant contribution to South Shields' local and wider employment needs, delivering

substantial economic benefits directly within South Shields, the local impact area of South Tyneside, and across the wider impact area of the North East LEP.

- 6.27 Moreover, the potential economic benefits associated with the proposed development presented are net additional and are therefore estimated to present a more favourable economic proposition than retention of the existing premises in its current format and occupier profile.
- 6.28 It is therefore considered that the economic impact of the proposed new Transport Interchange will be positive and is in accordance with relevant national and local planning policy.

Design/townscape matters

- 6.29 The impact on the overall townscape of this part of South Shields town centre is addressed in full detail within the Design and Access Statement that accompanies the application submission, prepared by The Harris Partnership.
- 6.30 The proposed design of the new interchange building and associated public realm enhancements seeks to provide an iconic building while reflecting and enhancing the surrounding streetscape. It is designed to integrate with its surroundings and create a new modern feel and environment in this part of the town centre within an existing urban area.
- 6.31 The proposed new retail and office building are also designed to integrate with their surroundings and adjacent buildings in this town centre environment.
- 6.32 The application site contains a variety of uses and buildings that will be demolished, which are mainly of two and three-storey height, as well as areas of hardstanding and vacant land. Although it is acknowledged that the proposals will replace this existing street pattern with a new modern form of development, this will largely be similar in scale and height to the existing predominant two and three-storey form and urban layout of the town centre.
- 6.33 Due to the urban location of the proposed development within the context of the range of modern and older town centre buildings, it is considered that the visual impact and level of change in townscape will not be significant. Longer-range views will not be significantly affected.
- 6.34 It has been noted above that the South Shields 365 Town Centre Vision document acknowledges that, at present, the Bus and Metro Stations give a poor sense of arrival into the town centre, with both being in need of significant investment. As such, the comprehensive regeneration of this important area within the town will provide an opportunity to develop an attractive public transport hub as a gateway to the town.
- 6.35 The Interchange proposal has been developed over a long period of consultation and development with the client team and other parties, which has generated the final design. Although the parameters of the proposed new interchange building and retail/office unit are designed to work as independent buildings, provision is made in the design to ensure that the next phase moving forward will create a seamless, holistic new town centre.

- 6.36 The other key material consideration in respect of the design of the scheme and its impact upon townscape is the change in perception that will occur as a consequence of the development proposals. The proposed Transport Interchange building will represent an iconic piece of architecture, making people more aware of South Shields and its ambitions. In turn, this should assist in taking forward the next phases of development, building the momentum with each phase of development.
- 6.37 In light of the above, and taking account of the Design and Access Statement that accompanies the submission, it is considered that the design of the proposals, along with their impact upon the wider townscape, is in accordance with relevant NPPF policy, policies ST2 and SC1 of the Core Strategy, policy DM1 of the Development Management Policies Development Plan Document and policy SS2 of the AAP.

Heritage matters

- 6.38 A full assessment of the impacts upon heritage assets is made within the accompanying Heritage Statement, prepared by Turley Heritage, along with the accompanying Environmental Statement.
- 6.39 In summary, there are no designated heritage assets located within the application site. Any effects arising from the proposed development on built heritage will therefore be indirect in nature, having potential to affect the significance of the identified assets through the alteration of their setting, rather than any direct physical effects.
- 6.40 The application proposals are based on a clear understanding and appreciation of the significance of the designated and non-designated heritage assets within the vicinity of the application site. The proposals will preserve those elements of setting which contribute to the significance of the nearby listed building in accordance with s.66 of the Act. The significance of the identified non-designated heritage assets will also be sustained; furthermore, the proposals will improve the immediate context of the identified heritage assets by the demolition and replacement of the deteriorated modern buildings along Keppel Street. Overall, the proposals comply with the relevant paragraphs contained in the NPPF including 131, 132 and 135.
- 6.41 Although the heritage matters and relevant heritage policy are discussed in greater detail in the standalone Heritage Statement, it is considered that the proposals accord with the requirements of Policy EA1 of the South Shields Core Strategy, Policy SS12 of the Town Centre and Waterfront Area Action Plan and Development Management Policy DM6. Regard has also been had to the actions identified within the adopted South Shields SPD21: List of Locally Significant Heritage Assets. are in accordance with relevant NPPF policy, as well as policy DM6 of the Development Management Policies Development Plan Document and policy SS12 of the AAP.

Highways/transport

- 6.42 A Transport Assessment (TA) and Travel Plan (TP) have been prepared by JMP Consultants Ltd and accompany the planning application submission.
- 6.43 The TA includes details of existing transport conditions, collision analysis, trip generation calculations and an impact assessment. The TP has been prepared to reduce the number of single occupancy car trips to and from the site, increase the

number of staff and visitors using sustainable forms of transport to and from the site, and increase staff and visitor awareness of the TP and the use of sustainable modes.

- 6.44 From a highways perspective, it is considered that all junctions will continue to operate effectively with the addition of the Interchange application, ie. rerouting of the buses and the vehicle trips associated with the retail/office element. Nonetheless, given the number of buses travelling through these junctions, it is considered appropriate to develop mitigation schemes to provide bus priority.
- 6.45 In addition, further junction modelling has demonstrated that the mitigated junctions will operate well with the addition of the full development as identified in the wider South Shields 365 masterplan.
- 6.46 The proposed development is considered to sit within the policy framework and particularly build on the key elements of promoting economic development and prosperity within a safe, sustainable and efficient environment. The TA is considered to show that the road network will continue to work well within its theoretical capacity and no remedial works to provide additional capacity are necessary as a direct result of the development of the site.
- 6.47 In respect of transport and highway implications, therefore, it is considered that the proposed development is in accordance with relevant NPPF policy, as well as policy ST2 of the Core Strategy, policy DM1 of the Development Management Policies Development Plan Document, policy SS3 of the AAP and the guidance contained within the Council's SPD 6: Parking Standards and SPD 7: Travel Plans documents.

Sustainability

- 6.48 A Sustainability Statement has been prepared by Turley Sustainability and accompanies the planning application submission.
- 6.49 The Sustainability Statement demonstrates that the proposed new development will deliver low carbon, sustainable new buildings and infrastructure which will provide significant local economic and social benefits to the local area, including improving access to the town centre, encouraging people to visit South Shields and supporting the development of new retail and office opportunities.
- 6.50 The proposed development incorporates a number of sustainability measures and features which contribute to the development, providing a range of sustainability benefits.
- 6.51 The development of the new Transport Interchange, office and retail unit and associated public realm will deliver a sustainable new transport hub which links to the existing town centre. By increasing sustainable travel to and from the area, it provides wider economic benefits, creating a more sustainable future for South Shields.
- 6.52 It is therefore considered that the proposed development will have a high standard of sustainability and will be in accordance with relevant NPPF policy, as well as policy ST2 of the Core Strategy, policy DM1 of the Development Management Policies Development Plan Document and the guidance contained within the Council's SPD 1: Sustainable Construction and Development document.

Flood Risk

- 6.53 The site lies within Flood Risk Zone 1 (area at lowest risk of flooding from rivers and the sea) and the impact of flood risk and drainage on the environment is therefore not considered to be significant. However, as the overall site exceeds 1ha, a Flood Risk Assessment (FRA) has been prepared to accompany the planning application.
- 6.54 The FRA, prepared by Arup, concludes that the development is not at risk of flooding from rivers, the sea, groundwater, surface water, existing and proposed drainage systems.
- 6.55 It is identified that there are large diameter public sewers within the site, and it is likely that these sewers will need to be diverted as part of the application proposals.
- 6.56 As the proposals will result in a minor increase to impermeable area on the site, some management of surface water will be required. Northumbrian Water have confirmed that, subject to it being demonstrated that alternative means of disposal are unavailable, surface water may discharge to the public sewer at a restricted rate of 70 l/s. Up to 240m³ of surface water storage may be required.
- 6.57 It is therefore considered that the proposed development is in accordance with relevant NPPF policy, as well as policy DM1 of the Development Management Policies Development Plan Document.

Ecology and trees

- 6.58 An Ecological Assessment and Tree Survey have been prepared and accompany the planning application submission.
- 6.59 The Ecological Assessment report, prepared by RDF Ecology, describes the findings of a desktop study and field survey work, evaluates the ecological interest of the application site, considers the potential impacts arising from the proposed development and makes recommendations for any further ecological survey work required along with preliminary outline mitigation measures.
- 6.60 The Ecological Assessment identifies that the application site is not covered by any statutory or non-statutory nature conservation designations. Consequently, no further survey or assessment work to consider impacts upon sites covered statutory or non-statutory nature conservation designations or the species that they support is recommended.
- 6.61 In addition, it is assessed that no mitigation/replacement/compensation measures are recommended in relation to habitats and no further survey work is recommended. The development will not have any direct negative impacts upon breeding birds resulting from habitat losses and no further survey is recommended unless demolition works have to be completed during the bird breeding season.
- 6.62 In respect of bats, the assessment concludes that the development will not have any direct negative impacts upon bats or bat roosts and therefore a licence for the demolition works will not be required and no further survey work is currently recommended.

- 6.63 The accompanying Arboricultural Report, prepared by AWA, identifies that the new development will require the removal of a group of small trees and shrubs. Due to the low value and limited prospects of this group of trees and shrubs, the development is considered to provide the opportunity to replace them with better quality trees and shrubs elsewhere within the application site boundaries. In addition, the new development includes extensive new tree planting of semi-mature trees that will mitigate the removal the trees and shrubs and, in the longer term, as the new trees become established, it is considered that they will provide greater visual amenity and more robust tree cover than is currently provided by the existing surveyed vegetation.
- 6.64 Given the low probability of any ecological impacts as a result of the proposals, it is therefore considered that the proposed development is in accordance with relevant NPPF policy, as well as policy ST2 of the Core Strategy.

Landscaping

- 6.65 The accompanying drawings and Design and Access Statement provide full details of the proposed hard and soft landscaping details and street furniture. The Landscaping Plan, in particular, shows that a mixture of high-quality surfaces will be provided, while indicative tree planting specifications are also provided.
- 6.66 It is considered that the quality of the landscaping of the public realm will be significantly improved through the application proposals, in accordance with relevant NPPF policy, as well as policy SC1 of the Core Strategy, policy DM1 of the Development Management Policies Development Plan Document and policy SS2 of the AAP.

Archaeology

- 6.67 In respect of archaeology, a desk-based assessment has been prepared by Prospect Archaeology and accompanies the planning application submission.
- 6.68 The Impact Assessment of the Archaeological Desk-Based Assessment notes that the proposed development will involve significant demolition and ground disturbance of the area between Fowler Street and the railway embankment. However, the potential for archaeological survival in this area is considered low.
- 6.69 It is concluded that the site has relatively low potential for archaeological investigation, primarily due to modern uses, and in part due to low impacts from the proposed development. No further archaeological work is recommended.
- 6.70 In light of the above, it is considered that the proposed development is in accordance with relevant NPPF policy, as well as policy DM6 of the Development Management Policies Development Plan Document.

Air Quality

- 6.71 In terms of any potential environmental effects of the associated traffic arising from the proposed development, the main effect would be air emissions from additional vehicles visiting the site. Importantly, the site does not lie within an Air Quality Management Area (AQMA) where the effect of transport emissions is likely to be significant. The effect of traffic arising from the development on the environment is not considered to be significant.

- 6.72 In this regard, an Air Quality Assessment (AQA) has been prepared by JMP Consultants Ltd and accompanies the planning application submission. The purpose of AQAs is to consider the impact of the development on local traffic related pollutant emissions, whilst also considering the sensitivity and safeguarding of future occupiers of the site in relation to air quality.
- 6.73 It is concluded that, because the site does not lie within an AQMA and the pollutant concentrations at receptors locations are below the National Air Quality Strategy (NAQS) Objectives, the impact of development on local air quality is considered to be insignificant and the site is deemed acceptable for the amenity of future occupants and visitors in respect of local air quality.
- 6.74 In light of the above, it is concluded that the proposed development will not initiate any significant increase in traffic-related emissions, and, as such, it is anticipated that no specific mitigation will be required. In respect of the construction phase, tried-and-tested mitigation measures may be required to alleviate any potential generation of dust.
- 6.75 In this regard, therefore, it is considered that the proposed development is in accordance with relevant NPPF policy, as well as policy DM1 of the Development Management Policies Development Plan Document.

Lighting

- 6.76 The lighting strategy for the proposed Transport Interchange is illustrated on the accompanying external lighting drawing BSXX(63)4001 and explained within the External Lighting Statement, prepared by Cundall.
- 6.77 The external lighting has been designed to reduce obtrusive light, aid driver awareness and for public safety. The average service illuminance for the external areas have been agreed with Nexus and will also take into account the levels required to allow CCTV security cameras to operate effectively. The hours of illumination will be agreed with Nexus and South Tyneside council based on operational hours.
- 6.78 The application site already includes town centre lighting to buildings and highways and is not considered to be sensitive, being in the urban area of South Shields. As such, it is not considered that there will be any significant effects arising from lighting on the surrounding environment.
- 6.79 It is considered that the proposed development is in accordance with relevant NPPF policy, as well as policy DM1 of the Development Management Policies Development Plan Document.

Ground Contamination

- 6.80 A Geo-Environmental Desk Study Report has been prepared by Arup and accompanies the planning application submission. The report determines the ground conditions at the site and identifies the potential ground related constraints, including those related to contamination, which may impact on the proposed development.
- 6.81 The report identifies that widespread contamination is unlikely to be present on the site, although localised areas of contamination may be present in areas associated with areas of made ground and historic land uses. It is considered that the identified risks

could be mitigated through appropriate design of the development including construction materials, and landscaped areas, together with the adoption of appropriate health and safety and environmental controls during construction and implementation of localised remedial measures if necessary, although it is considered that significant remedial works are unlikely to be required.

- 6.82 Based upon the results of the Phase 1 Study, it is considered that any contamination can be remediated by removal or by capping/sealing using tried-and-tested methods so as not to impact upon the proposed development. The proposed end uses are not sensitive and no residential development is proposed within the planning application. As such, it is considered that remediation techniques based on severing the pathway between potential contamination and receptors can be adequately achieved.
- 6.83 In light of the results of the Desk Study, it is not considered that the issue of contaminated land is significant in the application proposals and it is thus considered that the proposed development is in accordance with relevant NPPF policy, as well as policy DM1 of the Development Management Policies Development Plan Document.

Noise

- 6.84 An Environmental Noise Assessment has been prepared by Apex Acoustics and accompanies the planning application submission.
- 6.85 It makes an assessment of the background noise levels at locations around the proposed development site to provide benchmarks against which potential noise impact may be assessed. The application site is in an urban area and it can reasonably be considered that the site is already affected by relatively high baseline noise levels.
- 6.86 It has been concluded that the calculated plant sound rating level will not exceed the measured or representative background level at any sound sensitive receptor by more than 5 dB. This may be attenuated by tried-and-tested remedial measures, which may include attenuator specifications, acoustic enclosures or barriers, and attenuated louvre specifications, and through detailed locational choice of plant locations within the development.
- 6.87 Noise from the construction of the proposed development will be temporary and best practice procedures will be employed, including limiting the hours of working, maintaining plant and construction materials and the inclusion of noise attenuation measures if required.
- 6.88 In light of the suggestions and recommendations contained within the assessment, the effect of noise in respect of the proposed development is not considered to be significant and it is considered that the proposed development is in accordance with relevant NPPF policy, as well as policy DM1 of the Development Management Policies Development Plan Document.

Other material (non-policy) considerations

Community involvement

- 6.89 A public exhibition was held on Thursday 18 June 2015 at the South Shields Museum and again on Saturday 20 June 2015 at South Shields Library to introduce the proposals

to members of the public and other interested parties, with the development team on hand to answer questions. A full summary of the exhibition and publicity for the proposals is provided in the accompanying Statement of Community Involvement document.

7. Conclusions

- 7.1 This Planning Statement has been prepared on behalf of Muse Developments Ltd, South Tyneside Council and Nexus for the proposed second phase of the South Shields 365 Regeneration Strategy of South Shields Town Centre.
- 7.2 The first phase of the 365 Regeneration Strategy comprised the construction of a new Central Library and Digital Media Hub (now known as 'The Word') and the remodelling of the existing Market Place, which were approved planning permission in October 2014 and have now started on site.
- 7.3 This planning application seeks planning permission for the 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, and the 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.
- 7.4 The demolition of these elements and site clearance will enable the site to be ready for the development of a new Transport Interchange, retail and office accommodation and public realm improvements.
- 7.5 A separate simultaneous application for outline planning permission for the wider town centre masterplan for the redevelopment of South Shields Town Centre has also been submitted. The two planning applications are submitted simultaneously but must be treated as separate applications. It is envisaged that the proposals for the Transport Interchange are to be implemented ahead of the wider outline proposals. Although two separate planning applications are submitted, one is integral to the success of the other.
- 7.6 The application proposals will see an important area of South Shields town centre improved, bringing significant economic benefits to the town and providing an iconic piece of architecture in the form of a new integrated transport interchange. Nationally, this will make people more aware of South Shields and its ambitions. In turn, this should assist in taking forward the next phases of development, building the momentum with each phase of development.
- 7.7 The proposed application – along with the simultaneous application for the town centre masterplan proposals – will see South Tyneside's Spatial Vision for South Shields continue to be implemented. The proposed development will benefit the people of South Shields, improve the urban fabric of the town and attract more people to the town's retail and commercial core.
- 7.8 The application proposals are supported by national planning policy contained within the National Planning Policy Framework, bringing economic, social and environmental benefits to South Shields. They are also supported by local planning policy contained within South Tyneside LDF Core Strategy, Development Management Policies Development Plan Document and South Shields Town Centre and Waterfront Area Action Plan, as well as the South Shields 365 document and the LDF Supplementary

Planning Documents. In particular, the application represents the continuation of the implementation of the South Shields 365 Vision document.

- 7.9 Based on the above, it has been demonstrated that the application accords with national and local planning policy. In addition, other material planning considerations of relevance are supportive of the proposals. Therefore, it can be concluded that planning permission should be granted, allowing this important second phase of South Shields regeneration to commence.

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