

30.000
20.000
10.000
0.000
Level AOD

Roof Level (Highest Point)
+21755mm

Platform Level
+16000mm

Mezz Plant Level
+10800mm

Ground Level
+7300mm

The form of the upper level areas slopes towards Keppel Street to create a double height entrance atrium. The full height section of curtain walling is recessed into the entrance cladding.

A projecting metal fascia in anthracite finish provides a defining edge to the entrance from rail level. The projection will accommodate a signage zone above.

Copper gold shingle effect cladding such as TECU Gold or similar is used to define the main link between the upper rail level and Keppel Street. The form provides a visual connection between the two areas.

The initial two concrete bays along the platform are to allocate lettering associated with the Tyne Voyage public art strategy

A full length canopy is provided along the platform. The canopy is to include a metal clad fascia in an anthracite finish to match the detail above the rail entrance. The soffit of the canopy will include lighting and rail information hung down

A 1500mm high concrete upstand provides the rear perimeter wall to the platform

Polished concrete walls flank the main entrance. The wall to the west of the entrance extends to face the existing bridge structure of low level

The existing retaining wall to the embankment is retained and rendered to face Keppel Street in an anthracite finish.

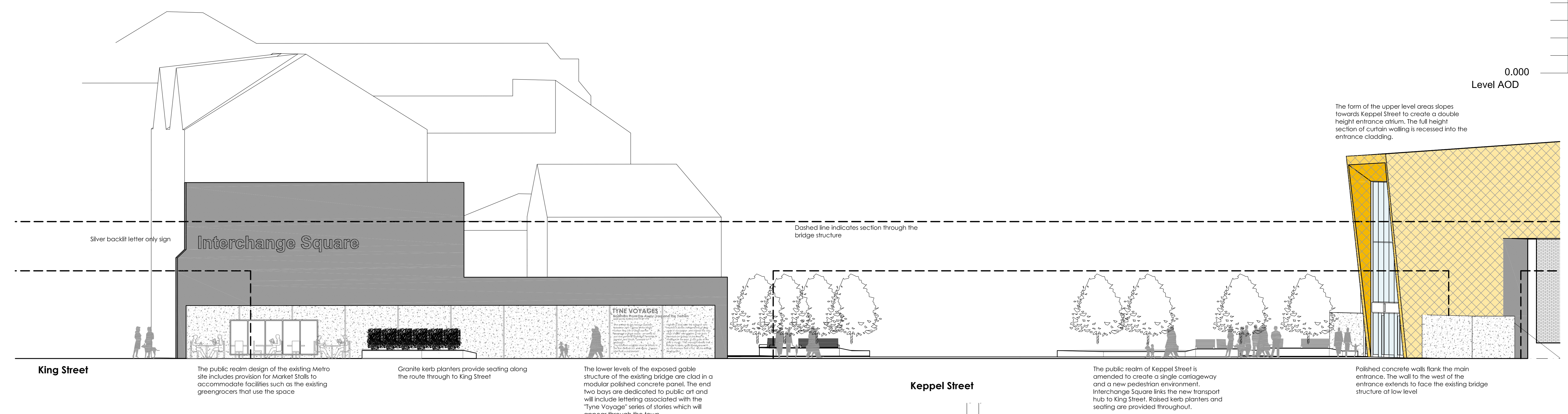
Ventilation louvres on the rear elevation to the plant mezzanine

Mesh screens are introduced below the platform link over the embankment to restrict access behind the building.

Grey / Black brickwork (Blockleys Smooth Black or similar) to be used at the rear elevation where the building is not visible.

The brushed aluminium cladding to the southern entrance area wraps the corner

D. East Elevation (Bus Concourse) 1:100



The form of the upper level areas slopes towards Keppel Street to create a double height entrance atrium. The full height section of curtain walling is recessed into the entrance cladding.

Silver backlit letter only sign

Interchange Square

Dashed line indicates section through the bridge structure

King Street

The public realm design of the existing Metro site includes provision for Market Stalls to accommodate facilities such as the existing greengrocers that use the space

Granite kerb planters provide seating along the route through to King Street

The lower levels of the exposed gable structure of the existing bridge are clad in a modular polished concrete panel. The end two bays are dedicated to public art and will include lettering associated with the 'Tyne Voyage' series of stories which will appear through the town.

Keppel Street

The public realm of Keppel Street is intended to create a single carway and a new pedestrian environment. Interchange Square links the new transport hub to King Street. Raised kerb planters and seating are provided throughout.

Polished concrete walls flank the main entrance. The wall to the west of the entrance extends to face the existing bridge structure at low level

E. Extended Elevation to King Street 1:100

Roof Level (Highest Point)
+21755mm

Platform Level
+16000mm

Mezz Plant Level
+10800mm

Ground Level
+7300mm

0.000
Level AOD

The rail level entrance includes a projecting canopy feature that matches the cladding on the main platform canopy. The projection provides an opportunity for signage to be included

Translucent glass cladding such as Reglit or similar to provide natural light into the rail level area

The main access form, rising from Keppel Street steps back and angles towards the platform access at rail level.

The monopitch bus concourse rises up towards Keppel Street at the north. The concourse level of ground is to be clad in a brushed aluminium cladding which will vary as light is reflected

The embankment landscape is retained and enhanced where possible to ensure the ecological asset is retained.

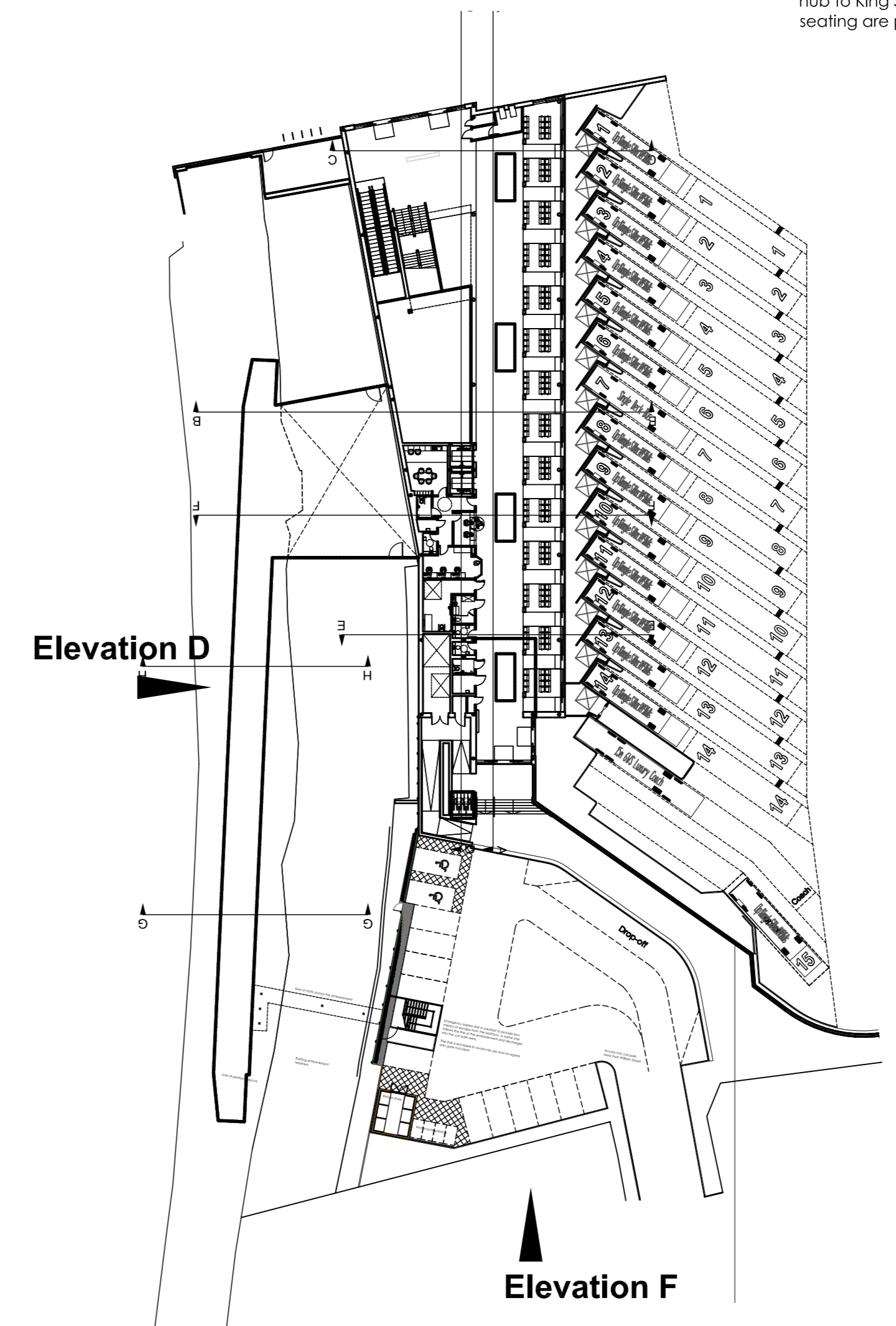
The existing retaining wall at the base of the embankment is to be retained and rendered with an anthracite finish

Mesh cladding infill between the platform access level and the embankment. The mesh restricts access to maintain the embankment and the building

The approach to the southern access is higher than the finished floor level of the interchange. Steps and ramps are introduced. The retaining structures are to be a block / grey brick such as Blockleys black smooth or similar.

Southern entrance to the interchange to be glazed to match the main entrance. A central band above the door includes interchange signage

F. North Elevation (Keppel Street Entrance) 1:100



Elevation D

Elevation F

0 1000 2000 3000 4000 5000mm
SCALE 1:100

Rev	Date	Description	Rev	By	Check
A.	2015.10	General amendments	HP	CB	HP
B.	2015.10	General amendments	HP	CB	HP

Project Title	South Shields Interchange	Proposed Elevations			
Client	Keppel Street / Fowler Street South Shields	Job-Draw No. 12569B_061			
Client	Muse Developments / Nexus / STC	Rev B			
Scale	1:100	Drawing Size A0			
Drawn by	CB	Checked by	HP	Date	05.2015

THE HARRIS PARTNERSHIP WAVERLEY 215, Victoria Road, Newcastle, NSW 1500 T. 01124 291 800 F. 01124 290 072	THE HARRIS PARTNERSHIP MAASHEWATER 202 Flock, Curlew Northmead, NSW 2150 T. 0112 238 8888 F. 0112 244 8888	THE HARRIS PARTNERSHIP MESSON GREENE New Oak Recovery, 17-19a, Green Lane Newcastle NSW 2300 T. 0112 211 077 F. 0112 211 132	THE HARRIS PARTNERSHIP READING 101 Gordon Road, Reading, RG2 8BT T. 0118 950 7700 F. 0118 954 8442	THE HARRIS PARTNERSHIP A R C H I T E C T S www.harrispartnership.com
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