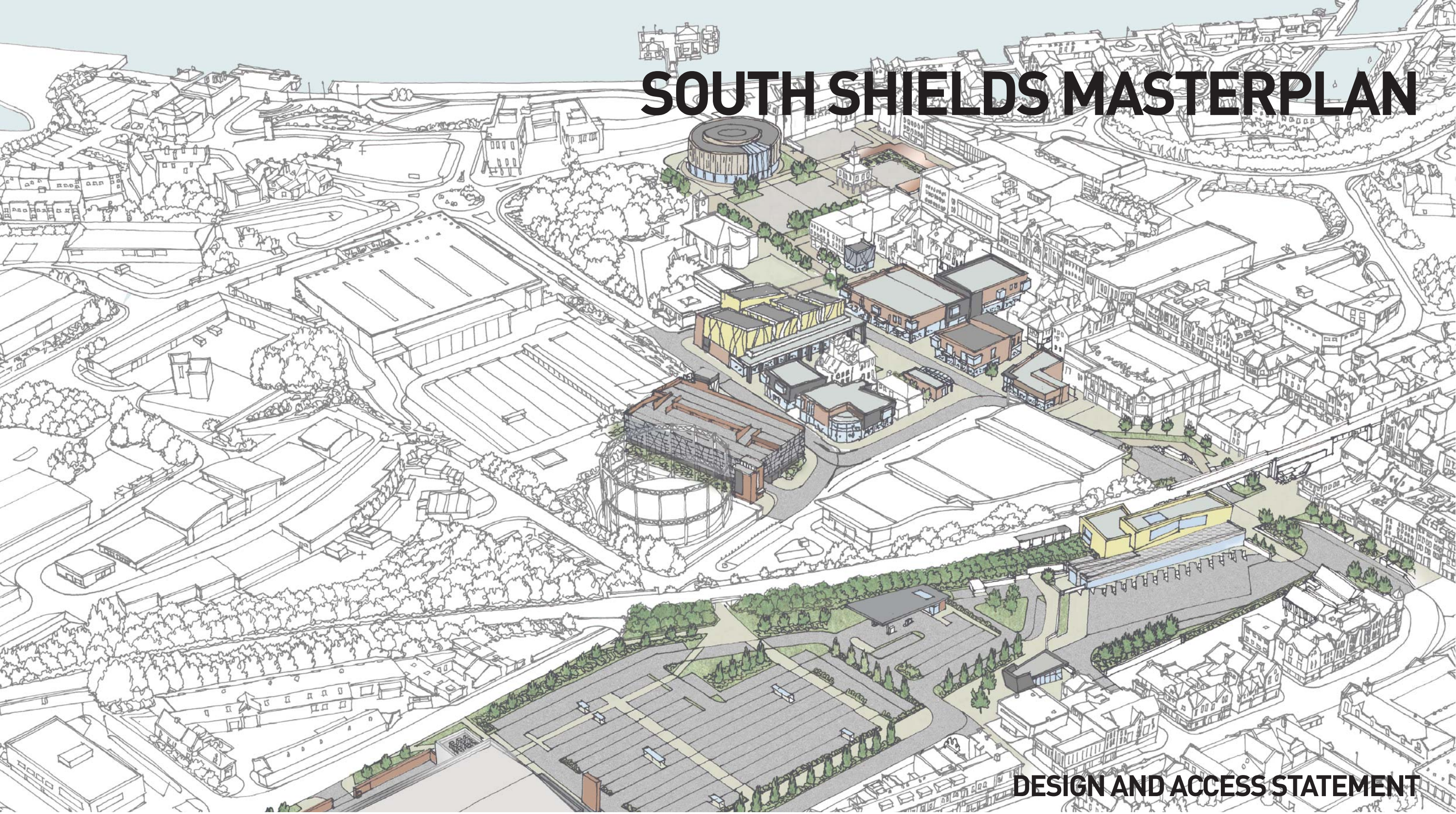


SOUTH SHIELDS MASTERPLAN



DESIGN AND ACCESS STATEMENT

Submission: July 2015



Prepared by The Harris Partnership on behalf of:



South Tyneside Council





1.0 INTRODUCTION

1.1 INTRODUCTION

Introduction

This Design and Access Statement (DAS) is prepared by The Harris Partnership on behalf of Muse Developments and South Tyneside Council (STC). The document identifies the design principles associated with the design of the 365 Masterplan for South Shields town centre.

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

This DAS is broken down into the following sections:

- 1.0 Introduction and Background
- 2.0 Context and Site Analysis
- 3.0 The Masterplan
- 4.0 The Proposal
- 5.0 Parameter Plans

The Design Team

The masterplan proposal is designed on behalf of Muse Developments and South Tyneside Council by a full consultancy team:

Planning Consultants

Turley Associates

Architects / Masterplanners

The Harris Partnership

Highways Consultant

JMP

M&E Consultant

Cundall

Structural and Civil Engineers

3E

Sustainability Consultant

Turley Associates

The Application

This application is submitted in Outline with matters of layout, scale, landscape design, appearance and access reserved for determination at Reserved Matters stage.

Layout

The way in which buildings, routes and spaces are provided, situated, orientated in relation to each other is reserved. This planning application seeks approval of parameters associated with the layout of buildings and associated spaces.

Scale

The height, width and length of each building in relation to their surroundings is reserved, however the planning application seeks approval of scale parameters for buildings that form part of the development.

Landscape Design

The treatment of land for the purposes of enhancing or protecting the amenities of the proposed development (including hard and soft landscaping) is reserved. This planning application includes landscaping principles to be applied at Reserved Matters stage.

Appearance

The aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour, texture etc. are reserved. This application includes principles to be applied at Reserved Matters stage.

Access

Accessibility to and within the site for vehicles, pedestrians and cycles in terms of the positioning and treatment of access and circulation routes and how they fit into the surrounding network is reserved. Controlling principles for access are contained on Parameter Plans which form part of this application.

01	The Word
02	Market Place
03	Interchange
04	Food Store
05	Multi Storey Car Park
06	Cinema and Restaurants
07	Retail
08	Retail
09	Retail
10	Retail
11	Retail
12	Restaurant
13	Restaurant
14	Future Development Plot
15	Future Development Plot
16	Retail / Offices
17	Restaurants

1.2 BACKGROUND

Background

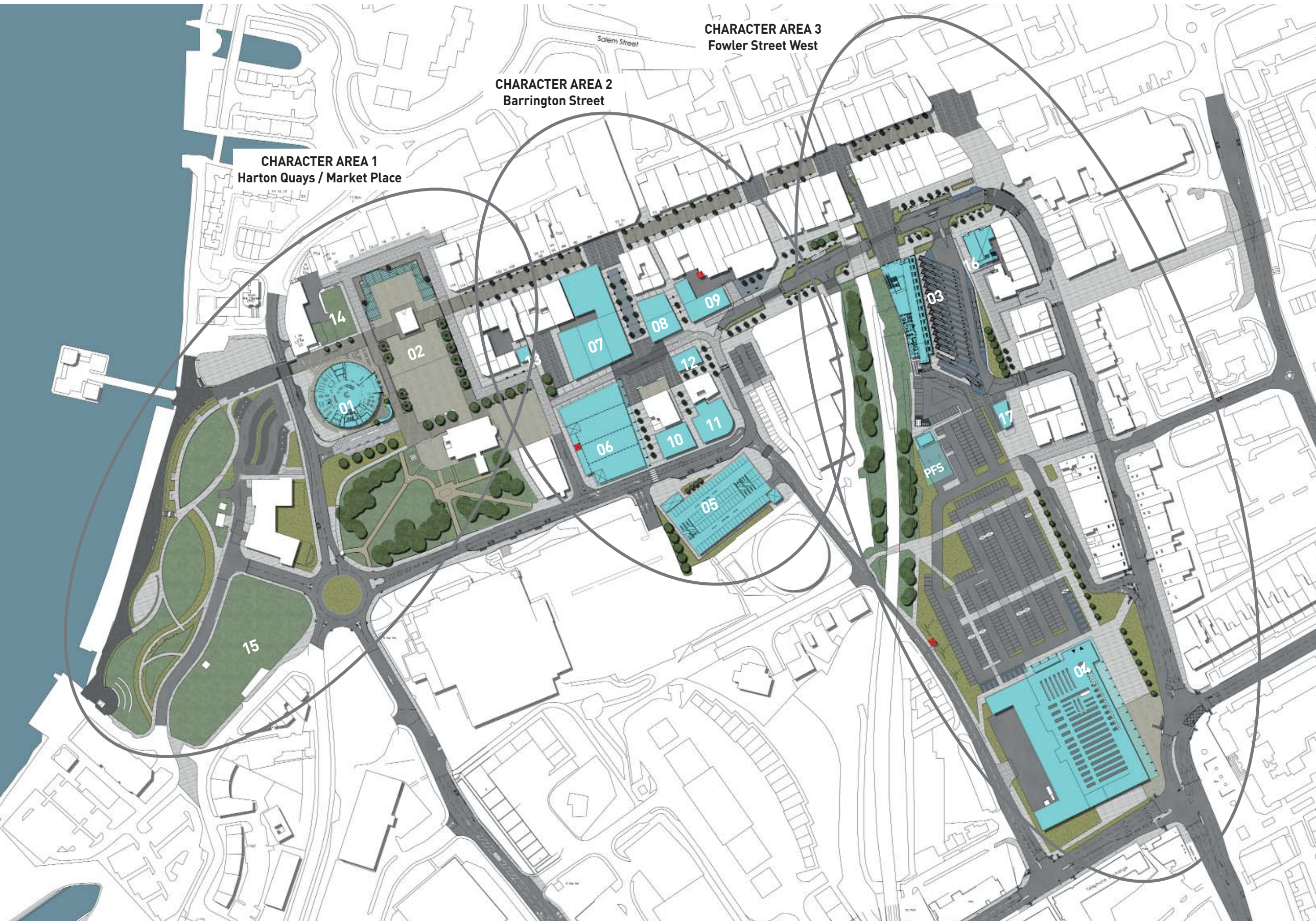
The Harris Partnership was appointed in 2012 by Muse Developments to assist them in a competitive bid process to become the development partner with STC in the procurement of the South Shields 365 Vision. The submission was chosen as the successful bid in 2013 and The Harris Partnership were appointed to develop the masterplan and the Market Place as part of the first phase of works. Faulkner Browns Architects were also appointed to develop the design of the Word building and a holistic planning application was approved in October 2014.

The 365 Masterplan Vision

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

To promote movement through the town, the masterplan proposes 3 new distinct character areas. The character areas are described as:

- Harton Quays and Market place Cultural Quarter
- Barrington Street Retail and Leisure Quarter
- Fowler Street West Gateway Quarter



1.3 CONSULTATION

Consultation

The design of the masterplan has been part of a continued dialogue process between South Tyneside Council, the design team and other third party consultant groups. These include:

- The STC Regeneration, Planning and Urban Design team as part of the masterplan constructive dialogue process during the competitive bid procedure.
- NEDRES Design Review.
- Continual consultation with the STC Regeneration team following the appointment of Muse and the design team regarding the masterplan.
- Regular meetings with affected parties, including bus, Metro and taxi operators.

In addition to the design consultation listed above, a public consultation exercise took place over two days on Thursday 18th June and Saturday 20th June. This involved the presentation of the application proposals and the development of the current 365 masterplan to the public. This engagement was a success and overall was met with a very positive response.

Comments have been logged and responded to as part of this application. Comments in relation to the wider 365 masterplan will be noted and form part of the development of the town centre vision which will include future public consultation events.

- Accessibility consultation with David Burdus, an independent access consultant appointed to review accessible design in the proposals and how this can be adopted through the town centre. This included reviews with Bliss=ability and Guide Dogs for the Blind.

Welcome

A Vision for the Future of South Shields

The next phase of proposed plans to regenerate parts of South Shields town centre have been announced, but what exactly is happening - and what does it mean for residents, businesses and visitors?

What's happening?

Muse Developments, one of the country's leading names in urban regeneration, has developed exciting proposals in partnership with the Council and Nexus to transform South Shields town centre and provide lasting improvements to the way we use the town - from the shopping and leisure offer to the way people travel to, from and around the centre.

These improvements will include identifying what links with the town and Nexus, making it easy for all visitors and helping to help improve South Shields for all. Plans for Regeneration have been developed over the past few years to ensure that South Shields can provide a complete and vibrant retail and leisure experience for both residents and visitors.

Visitors in the area to see the first signs of the development, making the vision for South Shields come to life. To find out more visit the town centre and go to 365 days a year.

The next phase of regeneration will see the construction of a new transport interchange, incorporating the South Shields Metro station alongside a new bus terminal. Further plans are also available for the overall 365 Masterplan.

Today's consultation is your opportunity to provide feedback to Muse Developments, Nexus and South Tyneside Council and the development team who will present any questions you have about the development of the transport interchange and the overall 365 Masterplan.

www.southshields365progress.com

Building on success

Phase two of the South Shields 365 Masterplan will see the construction of a new transport interchange in the heart of the town, with a new combined Metro and bus station to the south of Kippax Street.

South Shields 365 Masterplan in Brief:

- An new cultural arena, the third, the North East Centre for the Performer
- Flexible an enhanced market offer
- Flexible an new central covered transport interchange
- Improve the retail and leisure offer in the town
- Potential new supermarket

Our concept 365 plan will work in close co-operation with strategic planning which will encourage visitors to stay for longer.

Muse Developments will work with South Tyneside Council to deliver these improvements over the next 10 years to ensure that, in 20 years from now, South Shields will be:

- An attractive and vibrant town, regenerated thoroughly as a place where people will choose to live, work and visit
- A place where the quality of life and place will attract investment and which has a range of services and activities which are relevant to the town

The masterplan for the future of South Shields incorporates these improvements into a single, cohesive vision for the town's future. It includes a new transport interchange in the town centre, and an altogether more vibrant and functional town.

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The South Shields 365 Masterplan

Overview of the 365 Masterplan

Proposals as part of the 365 Masterplan

- New cinema and family dining offer
- New retail units fronting King Street
- Refurbishment of road buildings on Barrington Street
- Creation of new public spaces and the appearance of St Marys Church will be enhanced
- New multi-storey car park in Clayton Street
- Potential new supermarket and location of new public area opposite the town hall

www.southshields365progress.com

South Shields 365 Masterplan Phase One

The Word

The South Shields 365 Masterplan is already in advanced construction. The first, the North East Centre for the Performer, is a new cultural arena, central library and digital media centre for South Shields and the region. The new central library will move from its present location of the old George Square and is set to open in 2016.

The Word will host exhibitions of regional and national significance and will be fully equipped with state of the art digital technology, whilst still ensuring all the benefits of a traditional library. This will become a new hub for community activity in South Shields.

Market Place

The 365 Masterplan also includes improvements which will see the Market Place refurbished to improve the experience of using the market and to provide a public space that will create opportunities for community life.

Refurbishment will include the market to give it a new look, including a new water installation in one of the stalls. The market will become more accessible to the town centre and surrounding buildings.

www.southshields365progress.com

A new Transport Interchange in South Shields

The new transport interchange will greatly improve the customer travelling experience in South Shields with a fully enclosed bus terminal and Metro station.

Improvements include:

- New and improved Metro station
- Enhanced passenger safety with bus terminal and Metro station
- Improved station access with footbridges and escalator provision
- Fully enclosed bus terminal with waiting
- Increased passenger safety with bus terminal
- 14 bus stands, 1 coach stand and 1 stop off/through point
- Improvements to bus loading/unloading for the town
- Improvement to Corporation Street bus stop

When will the plans be decided upon?

Planning applications for the new transport interchange and Metro station will be submitted to the Council in late 2015 and an agreement in place by South Tyneside Council's Planning Committee in August 2015.

The proposed improvement to the current 365 Metro station will be the opportunity for you to comment on future development proposals in due course.

If approved, when will we see the changes?

Work is likely to begin in Spring 2017 following the acquisition of the site, with works taking about 12 months to complete. If you have any questions about the development and effect on the local area, residents and businesses, please speak to one of our professional development team who will be happy to explain the plans to you in detail.

The consultation for South Shields is continuing, and the next steps include taking your comments to the town centre, including shops and family friendly businesses.

NEXUS

The new South Shields transport interchange is being developed in conjunction with the region's bus operators and Nexus, the public body which delivers local public transport for the North East Combined Authority. Nexus owns, manages and is modernising the Tyne and Wear Metro - a programme that incorporates the new Metro station which forms part of this scheme.

www.southshields365progress.com

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www.southshields365progress.com

Improving transport in South Shields

The phase of the regeneration of South Shields will see major transport improvements in the town centre with improved accessibility to and within the town centre coupled with greatly increased passenger safety.

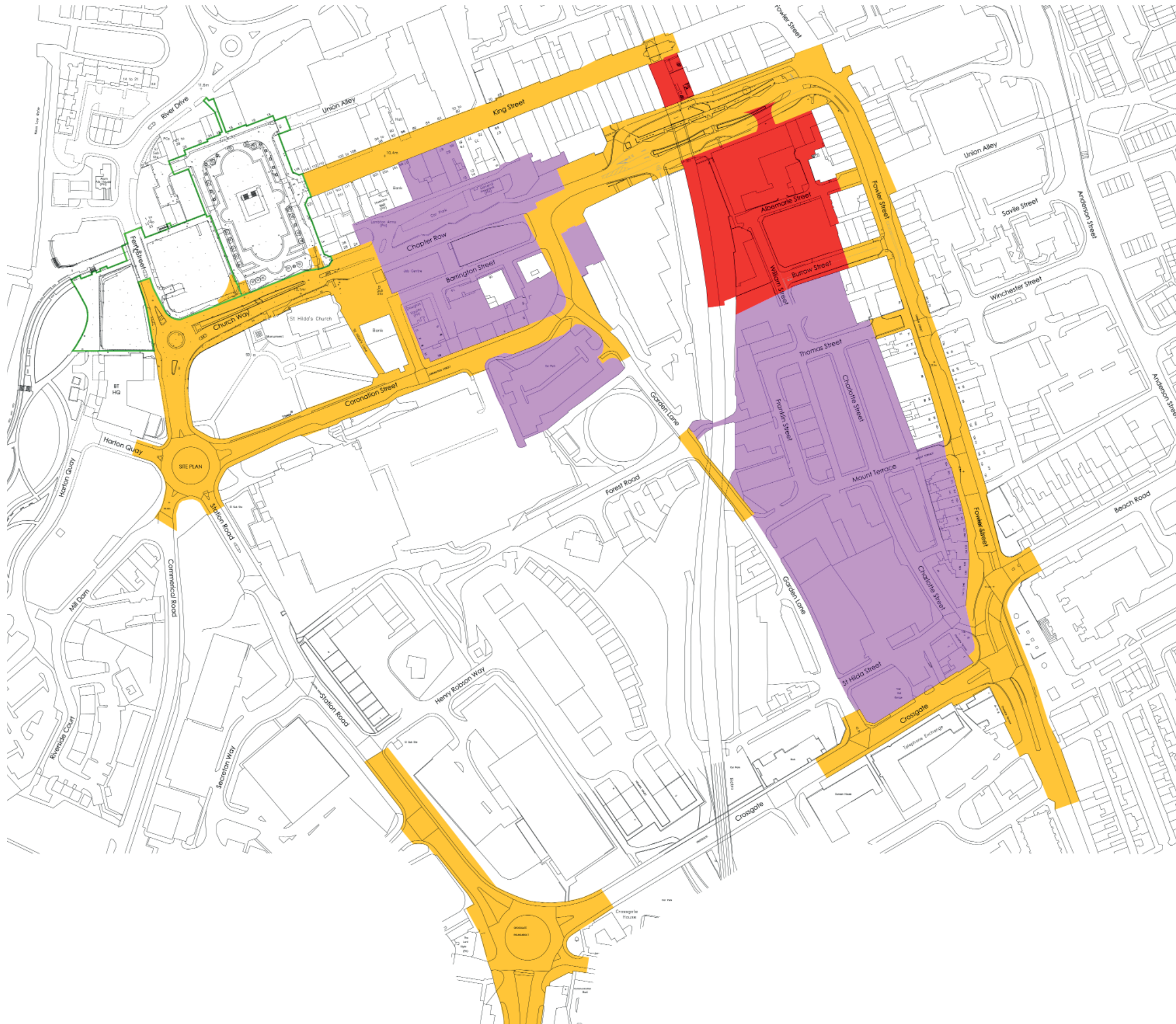
The improved transport plan will also see proposals for improved parking provision for residents, with a new car park on Waterloo Square, again making it easier for people to use the town centre. In addition, the plan will see junction improvements made in Barrington Street, Clayton Street and Corporation Street.





The new transport plan will see a new bus loading system with all buses now entering the interchange via Heaver Street.

www.southshields365progress.com

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

1.4 PLANNING STRATEGY



-  **Green Line - Existing Planning Consent**
"The Word" Building and Market Place
Currently on site
-  **Red Application Hatch:**
Detailed Application
New Interchange and demolition works
Area - 2.7 acres / 1.1 hectares
-  **Pink Application Line and Hatch**
Outline Masterplan Application
Area - 12.1 acres / 4.9 hectares
-  **Orange Application Line and Hatch**
S278 Highways Works
Area - 12.3 acres / 5.0 hectares

The masterplan proposal which forms this outline application is part of a wider, holistic approval process which separates elements into full detailed applications, outline applications and Section 278 works.

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

Phase 2 works will include a new Interchange, retail and office accommodation in number 5 Keppel Street, and the demolition of the existing Metro building. These details are submitted for detailed planning consent and shown on the plan shaded red. This detailed planning application is submitted in tandem with this outline submission. Although separate applications, both submissions share principles and are intrinsically bound in the creation of a holistic masterplan. The Interchange has to be delivered as phase 2 to enable the area around Chapter Row, King Street and Barrington Street to become available for regeneration. This can only be achieved once bus movement is removed from the Chapter Row route.

To facilitate the overall improvements to the highway infrastructure around the town associated with the Interchange and the Masterplan, large areas of highway improvements are required. These improvements are to be implemented via a Section 278 application. These areas are shown on the plan shaded orange.

Purple shaded space shown on the plan illustrates the areas associated with this application and the 365 Masterplan.





2.0 CONTEXT AND SITE ANALYSIS

2.1 THE APPLICATION SITES

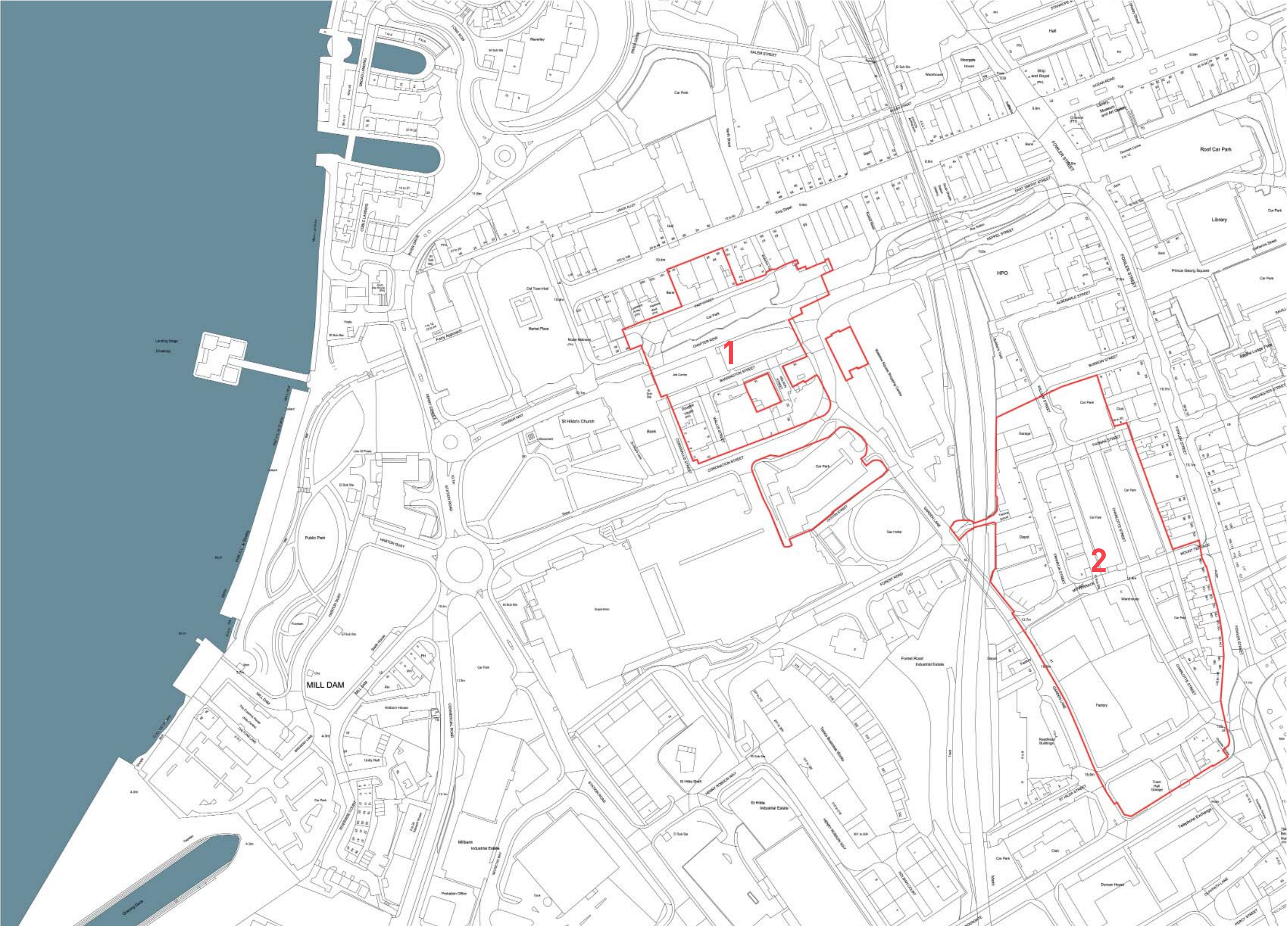
The Application Sites

The outline application is defined in the red line shown opposite. As identified on the previous drawing, this has to be illustrated as a series of spaces to understand the full masterplan proposal. The matters to be determined in this application are applicable to the areas within the red line.

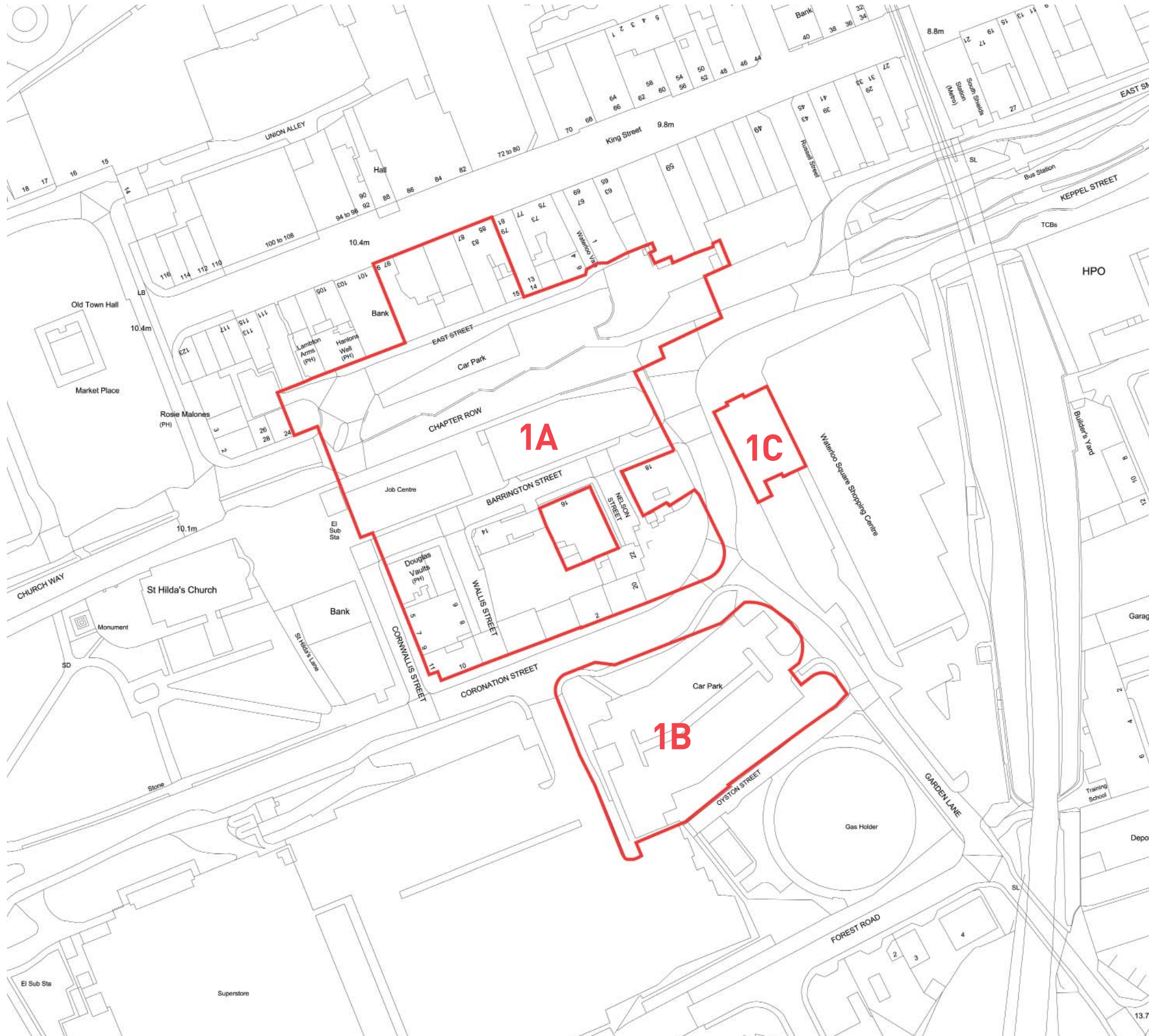
To provide clarity, the areas within this application will be referred to as the following:

- Application Site 1: Barrington Street
- Application Site 2: Fowler Street West

The overall application covers land between King Street and Coronation Street to the west of Waterloo Square, and an area between Fowler Street and the Metro embankment to the east, linking Burrow Street and Crossgate.



2.1 THE APPLICATION SITES



Application Site 1: Barrington Street

Barrington Street is split into 3 individual application boundaries. These are identified as:

Plot 1A: Barrington Street
(Site area 1.3ha / 3.1a)

Barrington Street application plot includes buildings 83 to 99 along King Street. This will include the frontage onto King Street and all buildings to the rear facing Chapter Row. The boundary includes East Street and is defined in the north west corner by the Lambton Arms and Mechanics Arms public houses, the rear of 111 King Street, and the gable of 24 Chapter Row.

The north east corner of the site is defined by the edges of the buildings to the rear of King Street. This includes the space upto the existing cut through to King Street adjacent to number 4-6 East Street (Subway). The red line extends upto the rear of the Argos unit on Keppel Street and includes the rear service area.

The site includes the land and buildings between Chapter Row and Barrington Street, including the job centre. To the south of Barrington Street, the land and buildings upto Coronation Street are included. This excludes for the purposes of this application 16 and 18 Barrington Street.

Plot 1B: Oyston Street Car Park
(site area - 0.4ha / 1.0a)

The Oyston Street site includes the surface car park between Coronation Street and Garden Lane. This car park is currently accessed from Garden Lane. The car park provides approximately 90 spaces. There are pedestrian links from the car park north onto Coronation Street and to the west onto the Asda car park. The car park has a link across Garden Lane to Waterloo Square. Immediately south of the site is the Garden Lane Gas Governor. The facility is decommissioned and has been local listed as a heritage asset.

Plot 1C: Waterloo Square
(0.06ha / 0.1a)

The site is located within the Waterloo Square site. The area includes public realm associated with the retail building. The site is included to provide additional parking capacity on the site.

2.1 THE APPLICATION SITES

Application Site 2: Fowler Street West (Site Area 3.2ha / 7.9a)

The site includes land between Burrow Street to the north, and Crossgate to the south. Fowler Street provides the boundary to the east, and the rail embankment and Garden Lane to the west.

The site includes the surface car park areas throughout the site, located around Charlotte Street. To the west of Charlotte Street and William Street, running north through the site, are a series of single and two storey semi-industrial buildings. These buildings back onto Garden Lane.

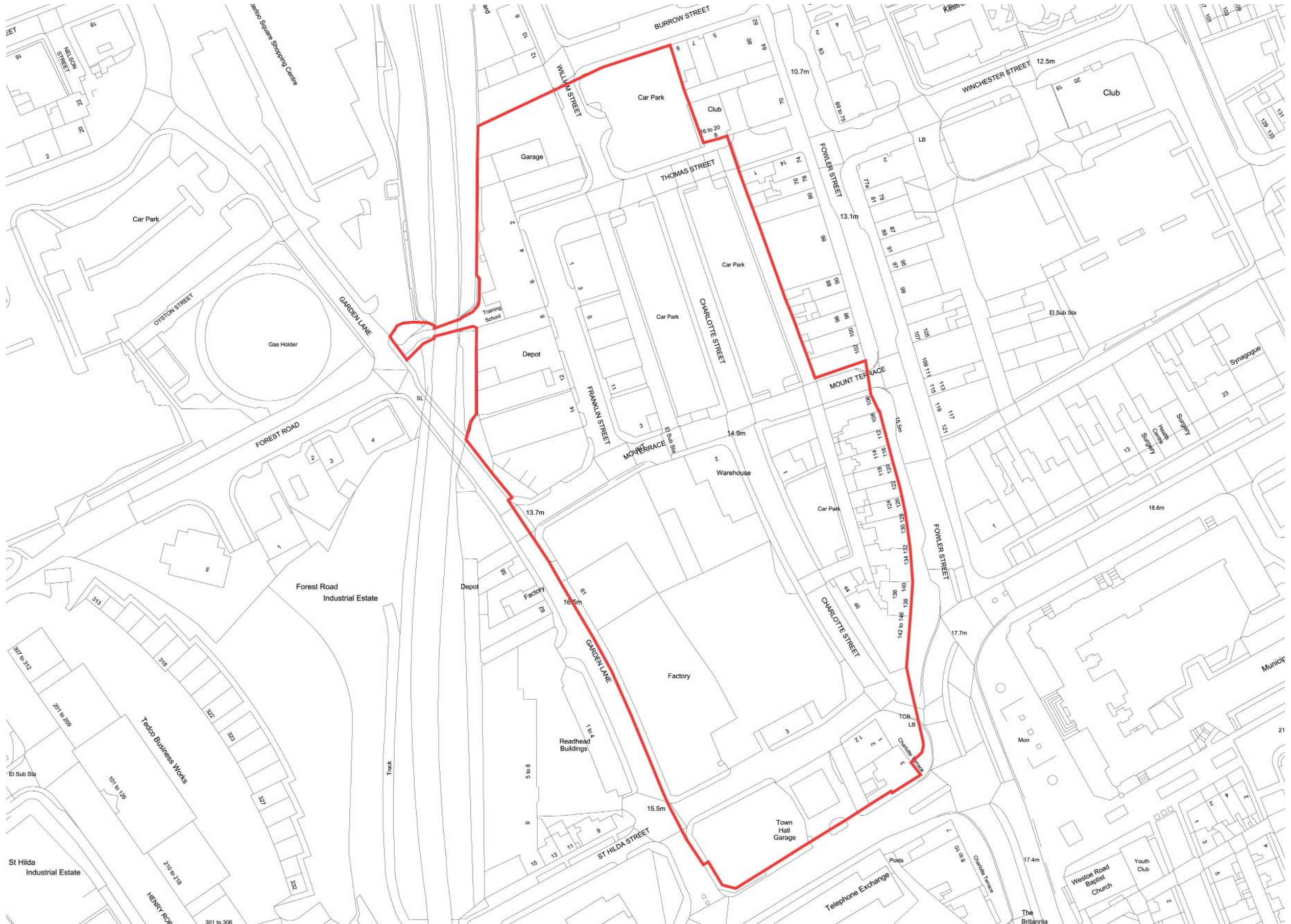
To the south of the site, St Hilda Street runs parallel to Crossgate. Off this street to the south are a furniture retail store and the petrol filling station. These sites are included in the application.

Fowler Street defines the east boundary to the application site. Fowler Street is important in the context of the town centre. The buildings along Fowler Street are of a scale and character which provide an attractive, dense streetscape, leading from Westoe Road to Keppel Street and has strong merit to the urban design of the town.

To the north, the Fowler Street properties are located outside of the application boundary. These buildings are of a sufficient scale and quality to be retained. To the south, the first section of terrace is of lesser merit to the architectural and urban setting and it is proposed to include these in the application. These properties run from numbers 108 to 142 Fowler Street.

The site includes the properties onto Garden Lane. These are single and two storey light industrial units, primarily accessed from St Hilda Street.

In addition to the properties within the boundary, the application site includes the existing passage access beneath the rail embankment which links the properties on Franklin Street to Garden Lane. This currently gives access to a works unit from the rear.



2.2 HISTORY



1842



1894



1912



1937

Historical Plans

1842

Historical plans identify a very familiar urban grain to the town centre around South Shields. The King Street east to west axis remains however links to German Street on pre-war plans. The market presents a distinctive end to the route at the west, where the shore line is much more densely built.

Fowler Street exists as a major north to south route however continues beyond King Street north. Housing is introduced around Winchester Street, yet other than this, the areas around Fowler Street are largely undeveloped.

The area to the south of King Street around Barrington Street is much more dense. Chapter Row is a secondary street to King Street and the area south towards the line of Coronation Street is the historic town centre.

1894

The urban grain of the town centre remains, however there is a notable increase in density of South Shields within 50 years, primarily built upon the success of the ports.

The plan shows additional docks and ferry stations along the Shields Harbour frontage, including the location of the current Ferry Station. The density associated with the town centre around King Street and Barrington Street has spread east and Fowler Street is a much more active street.

At the head of Fowler Street on the site of the current Mile End Road rail car park is a new train station.

1912

Prosperity has begun to reshape the town. To the west at Shields Harbour, the shipping industry has changed and as a consequence the Quays have become less dense and more industrial. The previously dense fabric around the Market Place has become more fractured to make way for mass industry. In the centre of town the gas works has been introduced at what is now Garden lane.

To the east, South Marine Park and Bents Park animate the shore line and indicate the prosperity and ambition of South Shields as a tourist destination.

1937

The plan shows how the urban fabric around the west side of the railway has become less dense again due to the war. Properties around the Market Place have disappeared and the space is much more open and less defined. The train station and Fowler Street remain as an important north south route.

2.3 CONTEXT

The Town Centre

The application site is located within the South Shields town centre boundary. The town is currently defined in a very distinct linear arrangement. This linear layout runs roughly west to east from Harton Quays and the Ferry Terminal, to Haven Point and the shore line in the east. The route includes the Harton Quays Ferry Terminal, Dean Street, King Street, and Ocean Road leading to Haven Point.

King Street

The main structural route through the town centre provides the retail high street accommodation. The street is defined by Harton Quays at the west and Ocean Road at the east. The linear route is pedestrianised in its entirety and includes restricted access for service vehicles. The majority of buildings along the route are three to four storeys. There are fewer 2 storey buildings, and all buildings include a retail or public content at ground with upper floors.

A continuous frontage is maintained along King Street which provides activity. There are a number of breaks in this terrace to provide routes through to the north and south. These routes are of various sizes, defining primary and secondary links. The main junctions and spaces along King Street are the Market Place, the northern access from River Drive car park, the southern mid-point access through to Keppel Street and Argos, the existing Metro, and the square which provides access to Fowler Street.

Numerous secondary links provide less formal access from King Street. These routes define a large portion of the town's character and should be maximised to provide links to other active areas of South Shields. Currently the majority of these links lead to service and back of house areas.

A Town Divided

There is a distinct separation of the town centre along this King Street route. To the north of King Street there is more dense urban grain which predominantly includes residential accommodation. Across River Drive there is a mix of residential and more town centre uses including retail and business use.

To the south of King Street the urban grain is much more open. The primary use in this area is much more semi-industrial and business use between Commercial Road to the west and Fowler Street to the east. To the east of Fowler Street and Anderson Street, the town becomes more residential and the urban grain becomes denser.

As a consequence of this, there is a distinct reduction in the movement of people south of King Street. The primary accommodation around this space is parking. This includes Asda to the south of Coronation Street, Oyston Street, and the surface parking around Charlotte Street. The majority of these parking areas are underutilised which creates voids in the urban grain and unattractive spaces which are not desirable to promote movement towards the town centre.

Church Way, Chapter Row, Keppel Street

In addition to the lack of development south of King Street, there is a major defensive barrier which precludes movement. This is the highway route which currently links Church Way, Chapter Row and Keppel Street. This route is predominantly trafficked by bus movement east and west. Bus laybys are included along the northern edge of the street, culminating in the main terminal at Keppel Street.

At Church Way, two lanes of traffic are separated by a central concrete and rail reservation. St Hildas Church is located to the south of Church Way and the Market Place to the north. A large amount of pedestrian movement on market days pass through St Hildas Church and across Church Way. This route is currently under provided for and is not relative to the amount pedestrian traffic that uses this as a desire line.

Chapter Row is restricted to public transport access only. The space includes East Street to the north which provides service access from Church Row to the buildings at the back of Fowler Street. East Street includes a taxi rank, parking and service vehicle manoeuvres. The space between the buildings is therefore very open and undesirable to promote movement for pedestrians. The General Havelock public house on East Street and the office building opposite have both been recently demolished.

The public highway narrows slightly at Waterloo Square but opens out again at Keppel Street, which includes a large two way carriageway separated by a central reservation. To the north is a second central reservation with Smithy Street running adjacent to the rear of the Fowler Street properties. The two central reservations accommodate the main bus stops for the town centre. The existing Metro service fronts onto this space and provides a large amount of pedestrian traffic.

The buildings along Keppel Street to the north back onto King Street. There are a few uses which run through to King Street, however the majority are smaller back to back properties facing Smithy Street. The properties on the east facing elevation of this terrace are of a larger more civic architectural language and offer a prominent landmark on the link to Fowler Street.

Fowler Street

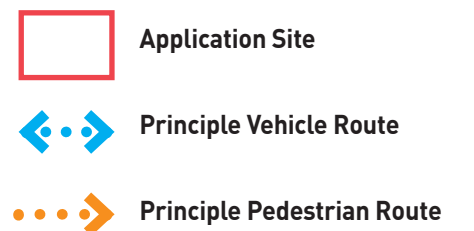
Fowler Street is an important street running south to north through the town from Westoe Road to Keppel Street. The urban grain of this street is very similar to King Street. There are a number of good examples of large scale civic buildings to the north. These generally diminish as the street heads south, however the density of the street offers a strong character.

Permeability from the street west leads into Burrow Street and Mount Terrace. These streets lead into Charlotte Street and the areas within Application Site 2. To the east, Winchester Street provides the main link towards Anderson Street. Prince Georg Square provides an important link to the residential area east of Anderson Street via an underpass. This opens onto Fowler Street past the existing library onto Prince Georg Square.

To the south of Fowler Street the urban grain becomes less dense due to the infrastructure around the junction between Westoe Road and Beach Road. Small scale 2 storey terrace units on the west to Charlotte Street are located facing the much larger South Shields Town Hall.

Crossgate is an important arterial link from Westoe Road west to Station Road which leads back north towards Church Way.

Garden Lane links Crossgate through the centre of the town to Coronation Street. Garden Lane is predominantly semi-industrial between Crossgate and the rail bridge. North of the bridge, Garden Lane opens out onto Waterloo Square and Oyston Street Car Park.





2.4 BUILDINGS STRUCTURES AND SPACES

The distribution of building types and spaces across the town centre separate the town into three distinctive areas, each with its own character, identity and urban grain. For the purpose of site analysis, these character areas are illustrated separately in this document, however it is the objective that these spaces become intrinsically linked to create a more holistic town centre. The areas are defined as:

Character Area 1: Harton Quays and the Market Place

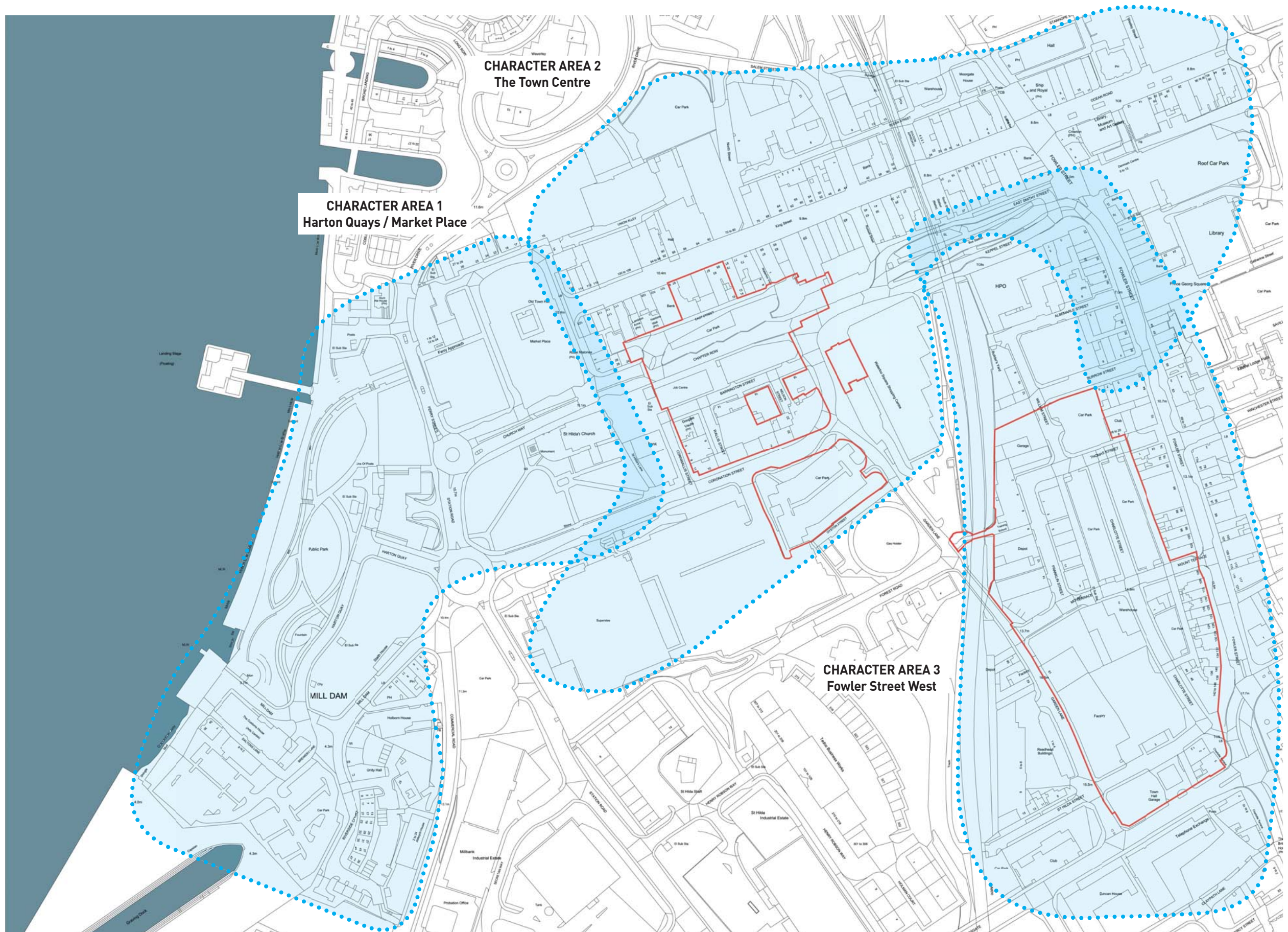
This area is located at the western aspect of the town centre and includes land around the Market Place, St Hildas Church, the bank on St Hildas Square and Ferry Street. The area also includes Harton Quays, Mill Dam and the Customs House to the west of Ferry Street.

Character Area 2: The Town Centre

This area includes King Street upto Fowler Street, Chapter Row and Keppel Street, Waterloo Square and the buildings and spaces around Barrington Street. This area is referred to as the town centre and includes the main existing retail accommodation.

Character Area 3: Fowler Street West

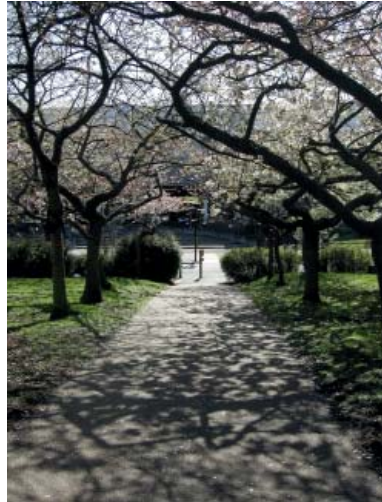
The land around Fowler Street between Westoe Road and Keppel Street, and west to Garden Lane and the rail embankment is referred to as Fowler Street West.



2.4 BUILDINGS STRUCTURES AND SPACES



Market Place
The area around the Market Place includes the Old Town Hall, St Hildas and the church gardens as heritage assets. The market has an historical importance in the town. The civic buildings are sandstone.



Character Area 1: Harton Quays and the Market Place

The character area includes a significant recent redevelopment around Harton Quays which has introduced new landscape and public realm works, and a landmark office headquarter building for BT. Located on the waterfront area, the space is an important landmark space on what was historically the hub of shipping activity in the port at South Shields.

The BT building provides a large 4 story office building which uses an H-shaped form to maximise views across the river. The contemporary design uses high quality modern materials and represents a significant statement of intent for the town centre to become a prosperous business and leisure destination.

The landscape design around the quays uses the natural topography of the town to create tiered mix of green and urban spaces which provide links and pocket parks across the waterfront. The park strengthens the location of the Ferry Terminal and the Customs House as tourist destinations. Concrete paving and setts separate areas of lawn and low level planting. The planting utilises grasses and coastal shrubs to create a hardy low maintenance environment. A stone landscaped retaining wall meanders across the waterfront.

The Customs House local theatre provides a cultural and historical asset to South Shields. The sandstone and brick building provides a local landmark and a civic and cultural building. The surrounding brick buildings around Mill Dam are of significant architectural and historical quality. The two and three storey pitched roof terrace buildings follow the steep topography of Mill Dam and are a reflection of the historic dense, bustling streets surrounding the port. There are examples of historic public houses along Mill Dam, adjacent to the listed Customs House. Other locally listed structures around Mill Dam include the brick chimney on Harton Quays and the boundary wall to the west edge of Mill Dam.

To the east of Harton Quays across Ferry Street, St Hildas Church provides another important civic and cultural asset to the town. St Hildas was re built in 1810 and along with The Old Town Hall in the centre of the Market Place define the historic grain of the town. The church has a symmetrical elevation facing Church Way, a circular nave facing Barrington Street and church gardens to the south and west. The gardens provide a significant amount of green space in the town centre and include lawned areas and mature trees.

The Market Place is an historic hub of activity in South Shields and is still an important area of activity and civic pride. The centre of the space is defined by The Old Town Hall. This two storey pavilion building was designed as the central office for the market officials and includes an open undercroft area to provide protection for traders.

The building is still owned by the local authority today and is used in part for the operation of the council, although the upper level accommodation is mainly unused. This significant landmark is set within the square on the axis of King Street, running through the town. This historical axis should be reintroduced to maximise the prominence of this local landmark.

The square was heavily bombed during World War 2 and the majority of buildings surrounding the square are of a later date. These buildings follow the historical line of the square to the north and east. The space to the south west corner is currently vacant, however is under construction to deliver a new community building, The Word, and a new Market Place. The majority of existing buildings around the square are in need of cosmetic redevelopment to improve the setting of the historic context. The two buildings framing the entrance east to King Street are of sufficient scale and architectural treatment to define the space, however are in need of regeneration to boost activity and animation at the ground floor.

Harton Quays
The new landscape arrangement around Harton Quays improves the seating and links between the Customs House, Mill Dam and the Ferry Station



2.4 BUILDINGS STRUCTURES AND SPACES

Character Area 2: The Town Centre

The town centre is currently defined as King Street. As identified previously, this creates a strong linear urban pattern through the town. The buildings along the street are predominantly brick faced and between two and four storeys high. Other materials along the street include civic scale stone buildings, and concrete 1950's and 1960's additions. Shopfronts are defined along the street at ground floor. There are a number of historical buildings remaining along King Street. Listed and locally listed buildings include number 67, 101 (the Bank), and 107. The Mechanic public house on the rear of King Street facing East Street is locally listed. This is accessed from King Street by a very thin alley between the buildings which represents a historical street pattern and characteristic of South Shields.

East along King Street, the Metro crosses at upper level. This bridge over the street is a distinct characteristic of the town. In the same way as the Market Place provides a destination at the west end of King Street, the Metro provides a landmark at the east and is identified by the bridge. The Metro building is a metal clad structure which spans between the buildings and the bridge structure. The space is roofed but predominantly open and creates a link through to Keppel Street.

The buildings on Keppel Street vary in scale and architectural quality. To the rear of Fowler Street the buildings to the east are of a significant civic scale and appearance, including red brick facing and sandstone details. The buildings to the west around the Metro station are of a smaller scale and offer less animation to the street scene. Opposite on the southern edge of Keppel Street, the Riddicks building wraps the corner to Fowler Street. This locally listed building is of significant quality, however the adjacent linked 5-6 Keppel Street which provides the old snooker club is a lesser quality and has little ground floor animation. The Post Office is a 2 storey concrete structure which has a public service at ground floor but also has little active presence on the street.

The Metro link bridge across Keppel Street provides a significant structure through this space and a landmark in the area. To the west of the bridge, the Argos building and Waterloo Square define the street. The Argos building is a large scale two to three storey structure which defines a link north to King Street. The building is clad in a grey concrete blockwork. The building defines the corner of the site leading onto this link, however the elevation facing Keppel Street is mainly non-active and does not provide any animation.

Waterloo Square is a significant retail inclusion in the town and provides large scale retail space for BHS, Debenhams and Next. The architectural style of the building is more associated with out of town retail developments, however the building does provide a scale and use that can complement the town. The current layout however has poor connections to King Street and does not promote multiple visits within the town centre.

To the west, the buildings to the rear of King Street facing East Street are of little merit both in respect of architectural language and urban design. The buildings are predominantly back of house elevations and have little active frontage. The distance between the buildings on East Street and those opposite Chapter Row creates a broken urban fabric which is increased with the demolition of the pub and office buildings. As a consequence there is little pedestrian movement across the space.

To the west of East Street are The Mechanic and The Lambton Arms public houses. These are two significant historical buildings, both two storey buildings with active ground floors. The rear of 111 King Street to the west, although having no active ground floor presence is an attractive brick gable elevation that sits comfortably with the adjacent pubs. This small corner of East Street has a quality which could be improved with better linkages to other active uses.

The buildings on Barrington Street vary in type, age and quality. In the centre is 16 Barrington Street which is a grade 2 listed property. This 4 storey symmetrical building has a later extension to the west of a lesser quality, however the main brick faced building has a civic scale and appearance. Currently being used as local authority offices, the building fronts the north and east elevations and is enclosed to the rear. The small access road to the east slopes down towards the south east corner to provide access to a lower ground level. This level change is artificial and steps and ramp increase the level back up to Coronation Street on the opposite side.

18 Barrington Street is also occupied by loffices, and is a brick clad two storey pitched roof structure. The building is not of the same quality as number 16, however the building does currently frame Waterloo Square and define the edge of Barrington Street.

The buildings surrounding the rear to Coronation Street are single and two storey structures with office accommodation, some law and financial services. These buildings are simple brick clad flat roof structures and not of the civic scale or pitched roof brick facades which make up the historical context of the town.

The public house / hotel to the west of Barrington Street is a three storey building with pitched roof. The rendered façade has the scale and appearance to compliment the town centre buildings on King Street however is isolated in the undefined space around Barrington Street.

The Asda foodstore building to the south of Coronation Street is a significant building in the area. The building itself has merit in terms of its scale and appearance. The building is cut into the surrounding topography, masking undercroft parking areas and providing frontage facing the town centre. The landscape and the connectivity to Coronation Street and the bus stops is good, however it is the lack of built form and scale between the building and Waterloo Square which presents a negative void in the urban fabric of the town centre.

The Garden Lane gas governor is a dominant structure in the town centre. The structure is locally listed, and offers a strong visual landmark in the area.

King Street

The collage shows the King Street section where the proposed masterplan will punch through. The buildings along King Street offer a varied context both in terms of scale and appearance. The strong characteristic leading through is that the horizontal proportion of the individual buildings is similar, and the individual design character of each component builds the street scene as a whole.

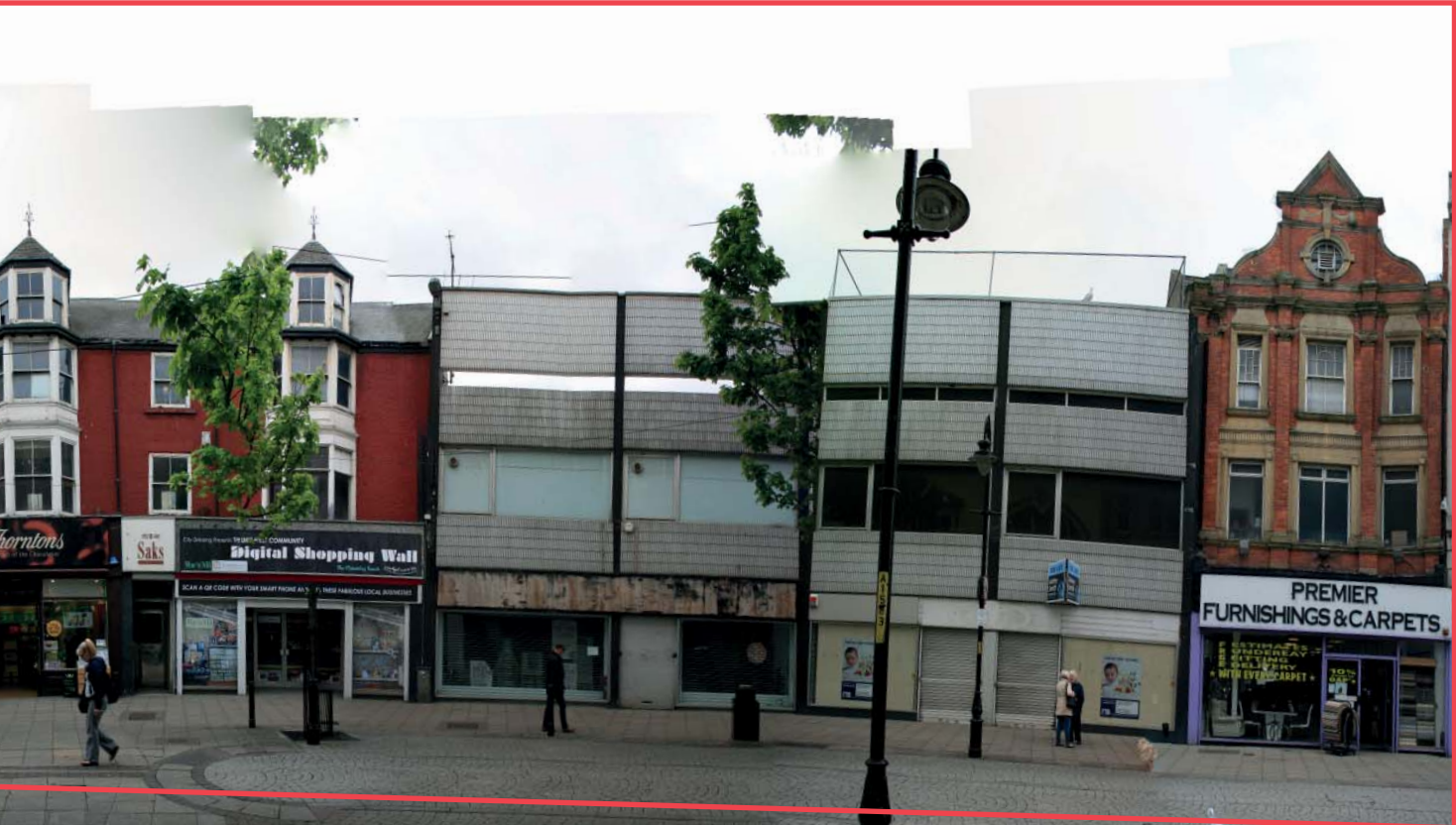


Keppel Street

The space has a very strong brick context. There are buildings which represent a civic scale, mixed with smaller single to two storey structures. The space is dominated by the bus shelters and bus movement, leading to poor permeability. The buildings are relatively passive and non active, creating a major street with little desire for dwell and activity.



2.4 BUILDINGS STRUCTURES AND SPACES



Barrington Street / Chapter Row
 The space between Barrington Street and Chapter Row suffers from a lack of activity to promote pedestrian movement. This is in the most part due to vehicle traffic on Chapter Row. There are some significant buildings of merit, and spaces (including cut throughs to King Street) which offer a distinctive character which should be promoted.

2.4 BUILDINGS STRUCTURES AND SPACES

Character Area 3: Fowler Street West

Fowler Street retains a lot of the existing character of South Shields. The buildings along the street are predominantly two to three storeys high, with four storeys at the north on the Keppel Street junction.

From Burrow Street north along Fowler Street, the buildings provide town centre uses at ground floor with private accommodation above. The majority of frontages to the buildings are active and provide an animated street scene. The buildings along the west side of Fowler Street are of the historic context of South Shields. The buildings are predominantly red brick facades with sandstone detail banding and tables. Roofs are grey slate pitched and provide a variety of gables above the entrances on Fowler Street. Projecting chimney profiles are prevalent throughout.

The buildings opposite are more modern inclusions, generally two storeys with red brick and render facades. The east side of the street is of a lesser scale, however the materiality of the buildings are visually appropriate in the street scene. The Denmark Centre includes two storey red brick buildings around the perimeter onto Prince Georg Square, leading to the current Library.

The properties south of Thomas Street on the west side of Fowler Street are all two storey terraced properties split into two sections up to the Westoe Road junction. These properties all have shopfront areas at ground although the use mix changes from town centre use to include residential estate agents and financial services. The accommodation above is much more understated. With render finishes across most of the facades in lieu of brick, the gable elevation details which define the northern portion of Fowler Street are not present on the two southern sections of terrace.

The buildings opposite are predominantly the same style, however 117 Fowler Street on the south east corner is a much more grand example of the historic context. The building is two to three large storeys and provides a commanding civic presence. Large first floor windows are detailed with artstone and an octagonal bay detail defines the corner facing Fowler Street. The building is currently a carpet retail use and is an important landmark at the southern end of Fowler Street.

South onto Beach Road, the civic scale and historical connection is continued. The terrace to the north of Beech Road provides an attractive Georgian terrace of two storeys plus semi-basement and roofspace. The buildings are a mix of red brick and rendered facades with grey slate roofs. A number of properties along this terrace are listed, including number 1 Beach Road on the corner of Fowler Street.

Opposite Beach Road is South Shields Town Hall building. This is an important building not only in the town but in the context of the Fowler Street area as a landmark into the town centre. The grade II listed building Edwardian style building is three to four storey high with the entrance level set above a heavily rusticated stone plinth. The symmetrical entrance elevation steps down into a listed monument square facing Westoe Road. The treatment continues along Beach Road east to a later concrete clad addition. The setting of the Town Hall facing Westoe Road is imposing; however the scale of the highway infrastructure and the comparative small scale buildings creates a broken urban fabric with little permeability. Historical plans up to 1938 prior to the inclusion of Crossgate show the setting of the Town Hall more enclosed which would have created a more impressive setting.

The buildings along Crossgate towards Westoe Road are more semi-industrial. On the northern side of Crossgate are the two storey furniture warehouse and a petrol filling station. North across St Hilda Street is a large warehouse building with multiple pitched northlight roofs. This building is currently divided into multiple uses. Other one to two storey brick warehouse units line Garden lane north towards the rail bridge.

The buildings on the back of Fowler Street facing Charlotte Street are predominantly the back of terraced properties facing east. A large dental practice provides an active presence inside the Fowler Street West site on Thomas Street. The two to three storey flat roof building is clad in grey render and black tile cladding.

To the rear of the Post Office on Albermarle Street is a sorting office behind a large brick retaining wall with access gates. East along Albermarle Street, the Annie McCarthy's public house building provides an active presence facing into the site. The public house includes ground floor activity with two storeys of accommodation above faced in a red / brown brick with a flat roof.

The Metro Embankment

The elevated Metro rail link through the town is an important characteristic of South Shields. From Crossgate north, the rail level is built upon a raised landscaped embankment. The embankment height rises north towards the retaining wall on Keppel Street. The embankment on both sides includes dense tree and shrub planting, although most is self seeded. The strip provides a visual screen to the rail from ground level, and in most aspects, it is the retaining wall at base level which requires the most attention to upgrade the aesthetic appeal of the structure. The green strip running through the town provides an important landscaped inclusion and does present ecological benefits to the urban setting.



Fowler Street

Fowler Street properties vary in scale and appearance from south to north. The properties become more civic in appearance further north towards Keppel Street. The street is an important historical connection.



Charlotte Street

The area to the rear of Fowler Street around Charlotte Street is dominated by surface car park areas, open space and low level workshop type accommodation. The space suffers from a lack of definition and activity.



2.4 BUILDINGS STRUCTURES AND SPACES



Metro Embankment
The embankment is steep and includes self seeded soft landscape elements. The structure provides a barrier between the east and west areas of the town, however the bridge links are an integral part of the town's character.

Westoe Road
The area provides an important gateway landmark to the south of the town centre. The space is visually dominated by the Town Hall. The listed buildings on Beach Road are historically important. The buildings to the west of Westoe Road are relatively small scale and do not define the edge of the street.



2.5 LAND USE

Distribution and Spread

The land use diagram opposite shows the primary town centre uses focused around King Street, between the Market Place and the Ocean Road connection to Fowler Street. This creates very linear route through the heart of the town. Successful retail environments are designed to create a wider circulation pattern that creates loops, rather than linear movement patterns. This encourages dwell time and multiple trip shopping visits.

As a consequence, King Street sees the main focus of activity at the east end of the street around the entrance to the Metro. This area also shares a link with Ocean Road, Fowler Street and Mile End Road. The increased level of activity feeding onto King Street has provided a more animated retail street at the east.

Further west along King Street, the opportunity for active linkages to other areas is less. The retail offer to the west of King Street is therefore less active. The Market Place provides an attraction for movement along King Street, however on non market days there is less movement west beyond the North Street link to the car park.

Residential areas surround the fringes of the town centre to the north and east. This provides an important local context with a strong catchment to bring people into the town. To optimise on the local context, the town centre needs to become a more desirable place to dwell, which will encourage shopping and leisure activity in the centre.

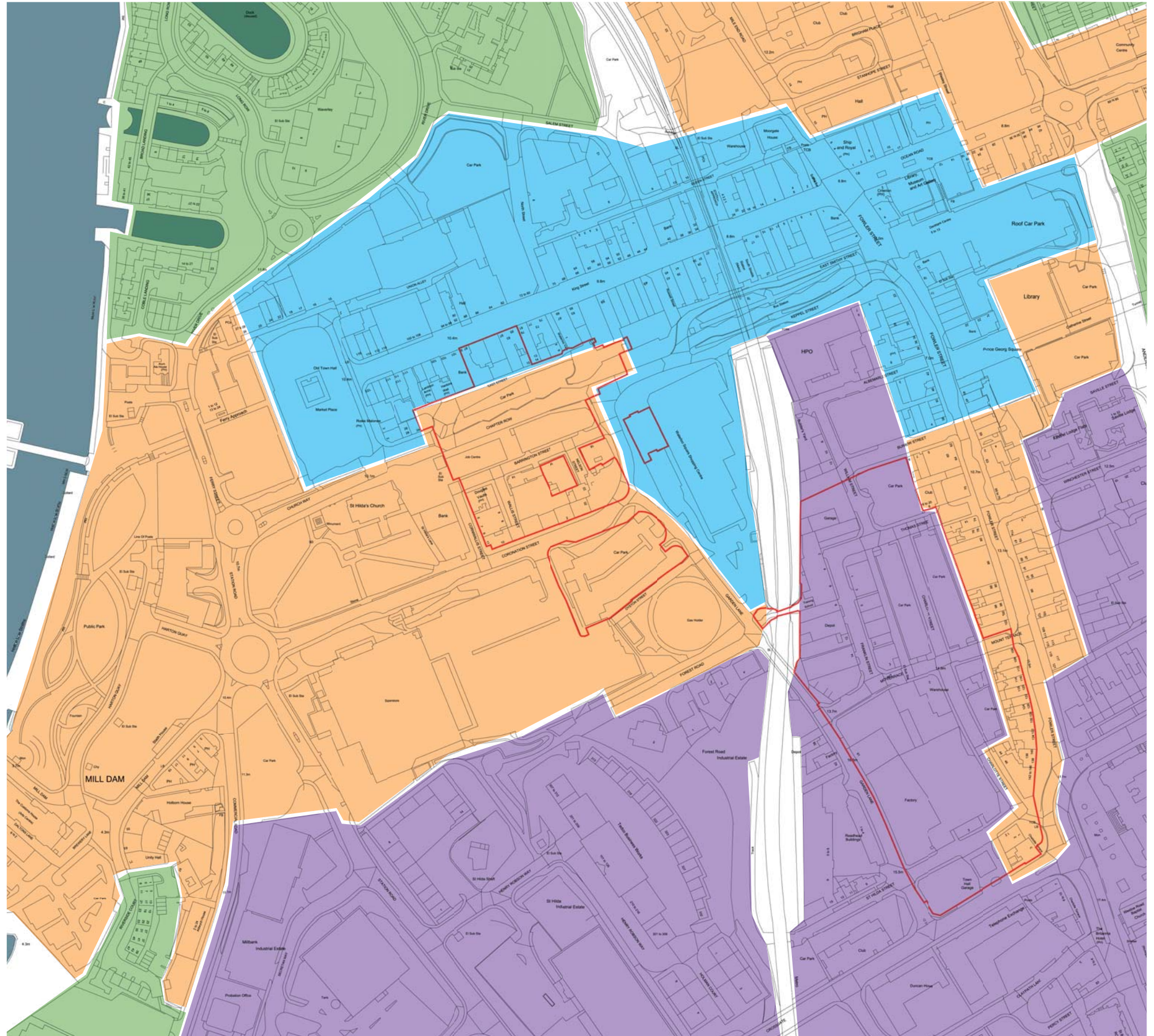
The area around the west of the town towards Harton Quays has become a civic and cultural area. This includes land from the Customs House and Mill Dam, through the Harton Quays park and across to the Market Place. The current development of The Word and the regenerated Market Place fall within the civic and cultural use area but also provide a very suitable crossover to the town centre.

To the south of King Street is where the land use spread becomes more fragmented. The fragmentation has been caused by a lack of built form and poor connectivity which has stifled activity. The inclusion of Chapter Row as a major traffic route through the town has created a strong physical barrier which restricts movement. South of the Asda foodstore, the town becomes more industrial and business orientated.

The use spread across the Fowler Street West site has also become more fragmented for similar reasons. Lack of built form and poor connectivity has created pockets of activity which do not create desirable links. The space is dominated by parking, light industrial units, and the Royal Mail Distribution Office which focuses the space on the movement of vehicles and not pedestrians.

Waterloo Square is isolated as a primary town centre use on the south of King Street. This encourages visitors to drive into the town, park outside Waterloo Square and leave after what is called "destination shopping". Better connectivity to the town centre would encourage multiple visits and movement around King Street.

- Town Centre Use**
Including primary retail and restaurant, bars and civic uses.
- Town Centre Fringe Use**
Primarily includes restaurant and bar accommodation with secondary retail space. Includes civic uses and residential.
- Business Use**
Primary occupation by business use including light industrial and showroom
- Residential Use**
Primary occupation by residential dwellings and apartments



2.6 TOPOGRAPHY

General Levels and Flow

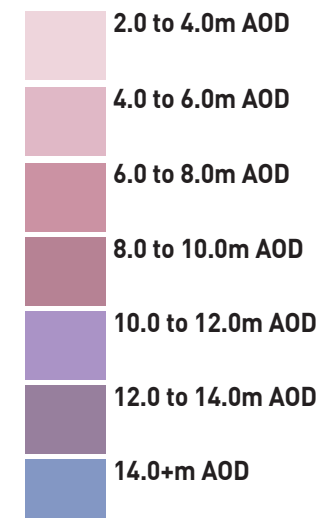
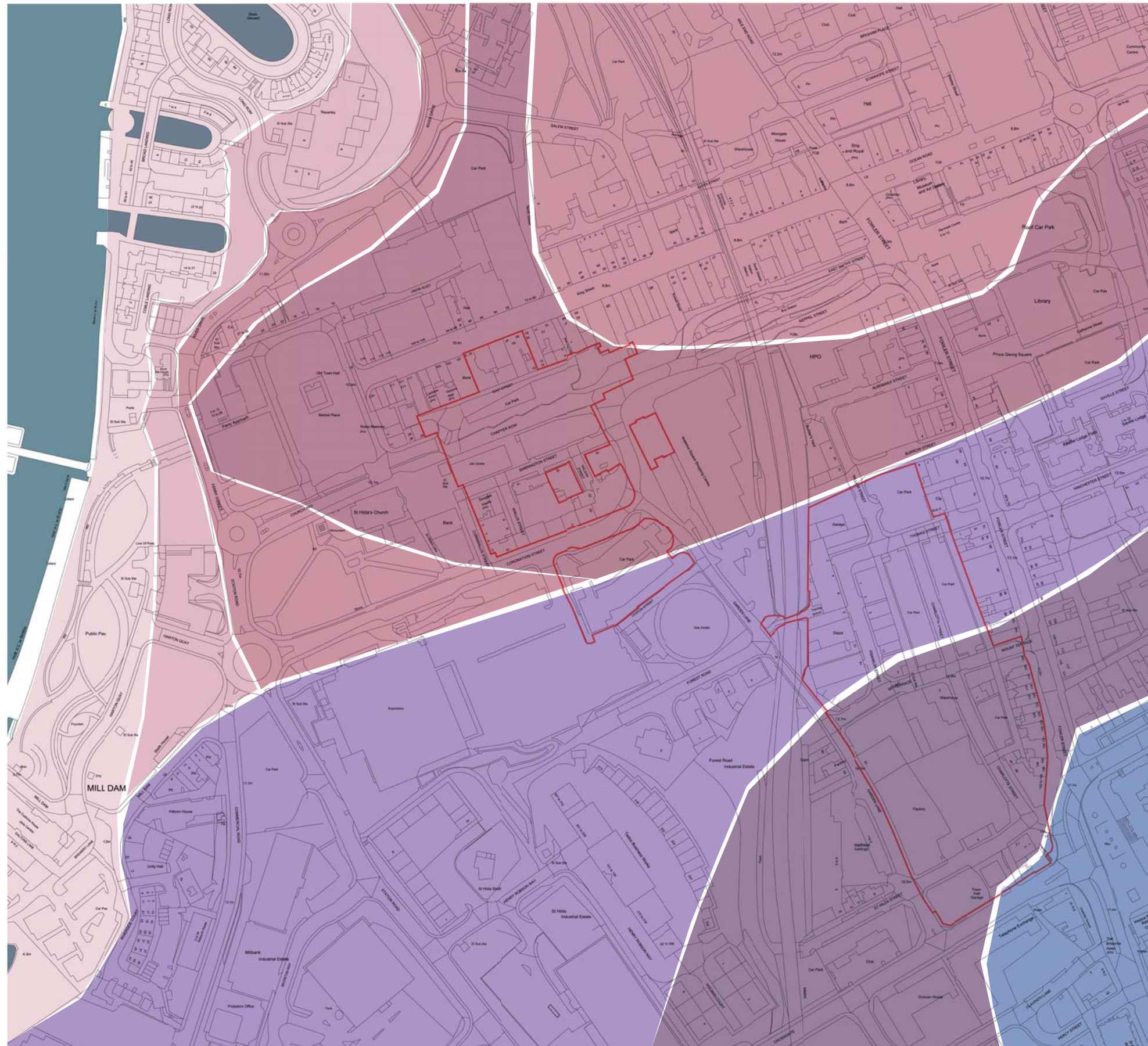
The centre of South Shields has a fall across the centre of approximately 10 metres. The majority of the topography around the application sites falls towards the Shields Harbour at the west. There is however a dip in the topography around Keppel Street where the Metro is bridged across the town.

The highest point in the local context is around The Town Hall on Westoe Road. The topography generally rises towards the south of the town.

The levels are relatively consistent across the town west towards Ferry Street and Commercial Road. There is a strong level difference across Mill Dam and Harton Quays to the waterfront of approximately 5 to 6 metres in places.

There are no local levels of height, however there are additional low points associated around the rail line. Particularly around Garden Lane where the road loses approximately 4 metres over a short distance.

The relatively shallow gradients across the town centre enable long distance views across the town, strengthened by the linear arrangement around King Street and Fowler Street.



2.7 IMPORTANT VIEWS

Vistas and Landmarks

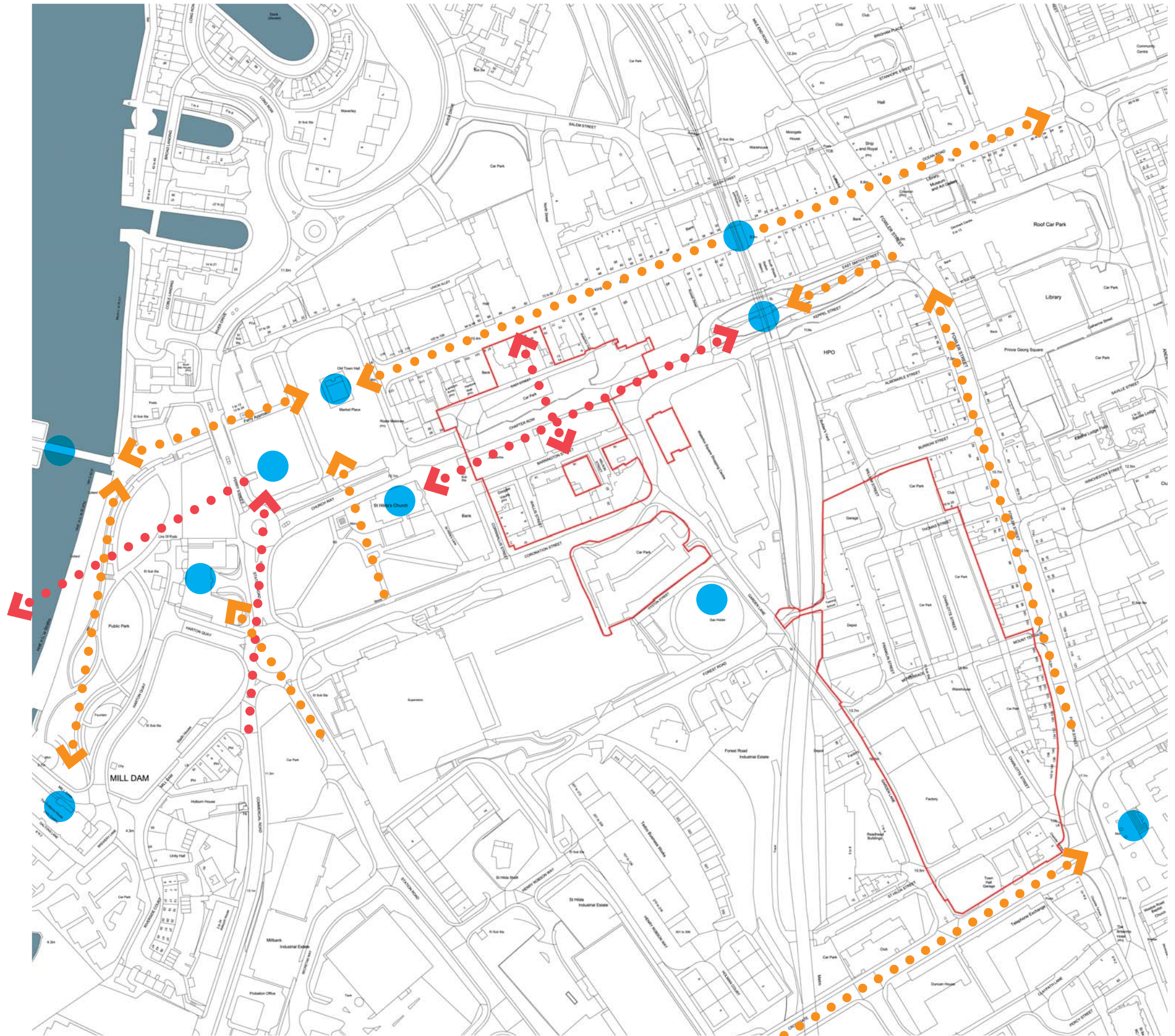
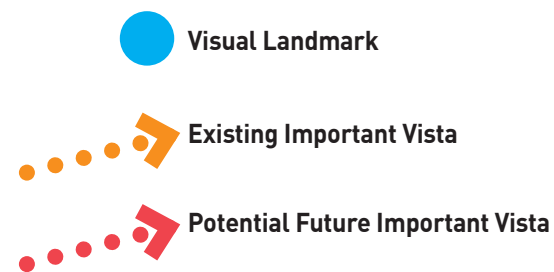
The plan attached indicates important views across the town which should be either retained or developed as part of the masterplan. The plan also indicates potential views which should be considered in the masterplan which would promote connectivity and movement.

The plan clearly identifies the historical urban grain of the town, and the important views these created.

Crossgate is a relatively new street in the context of South Shields, however this creates an impressive framed view of the Town Hall. This space has become a potential gateway into the town centre.

The inclusion of the Word building provides an opportunity to create views towards the building but also maximise views out towards the river from the building. The development will also improve the view from the Market Place across Dean Street.

A new vista from St Hildas Square to Keppel Street and the site of the new Interchange will underpin the design of a potential new street through the town.



2.8 HERITAGE ASSETS

Listed and Locally Listed Buildings and Structures

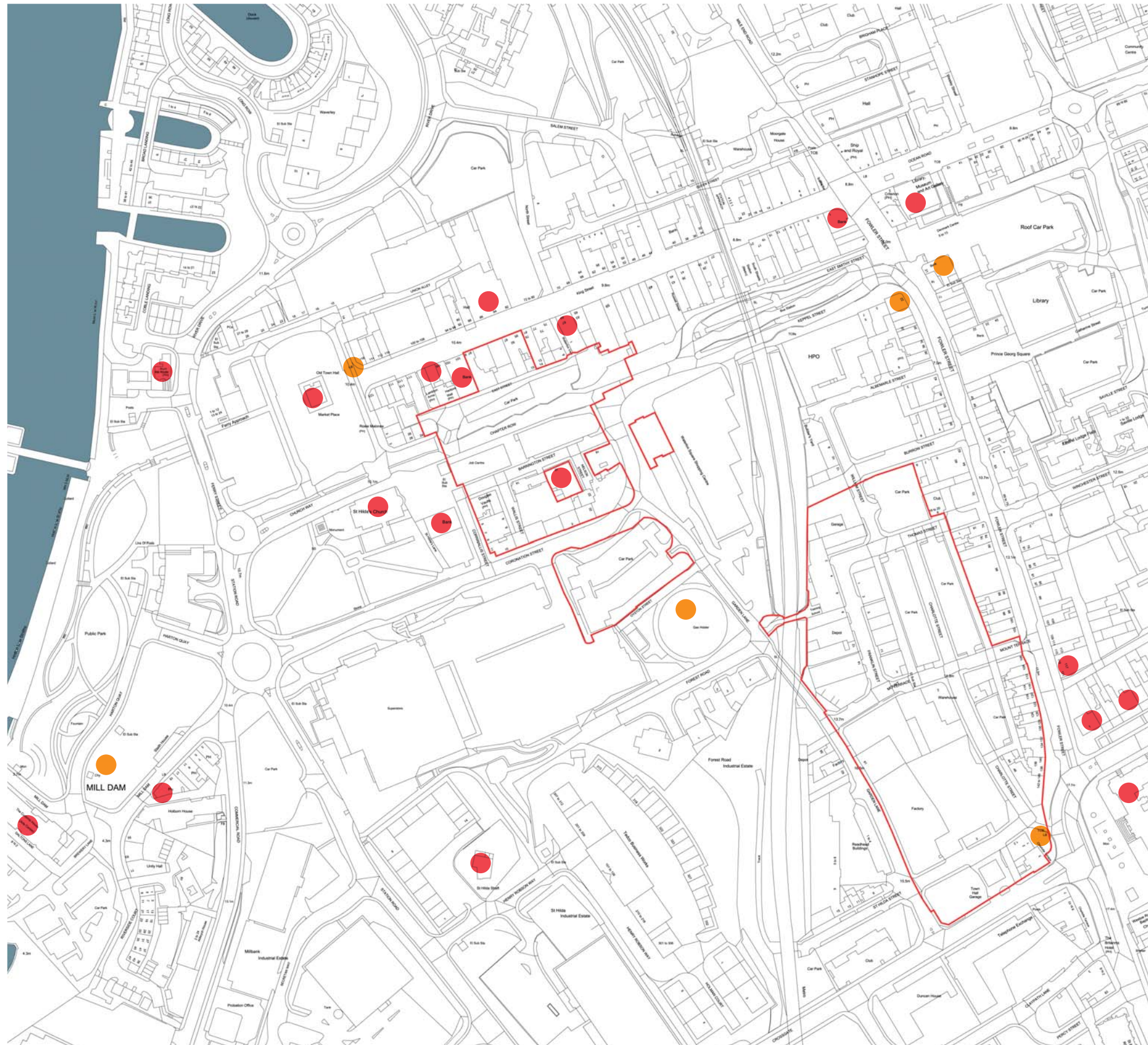
There are a number of listed and locally listed buildings and structures throughout the town centre. These buildings are integral to the character of South Shields.

Previously it has been illustrated how the dense urban pattern of the town has been broken down, primarily as a result of bombing during World War II. The buildings and structures of heritage interest throughout the town are therefore spread. The recent redevelopment of the town's shore line provides tourism opportunities to the east and west. The town centre has the opportunity to introduce a heritage trail which combines the character of the old South Shields with the new developments.

The plan shows specific clusters of buildings and structures of heritage importance. To King Street there is a cluster of listed buildings around the application site. The building to the west of the application boundary is the existing bank which presents a civic scale portland stone building. The proposal shall reflect the proximity of this building in the detailed proposal.

16 Barrington Street is located in the centre of Application 1. Although this building is not included within the application, the masterplan is to be designed to respond to this heritage asset.

The Fowler Street West site includes a locally listed letter box at the south east corner. This structure is to be retained or relocated within the development subject to a detailed appraisal.



- Listed Building
- Locally Listed Building

2.9 PEDESTRIAN MOVEMENT

Movement Principles

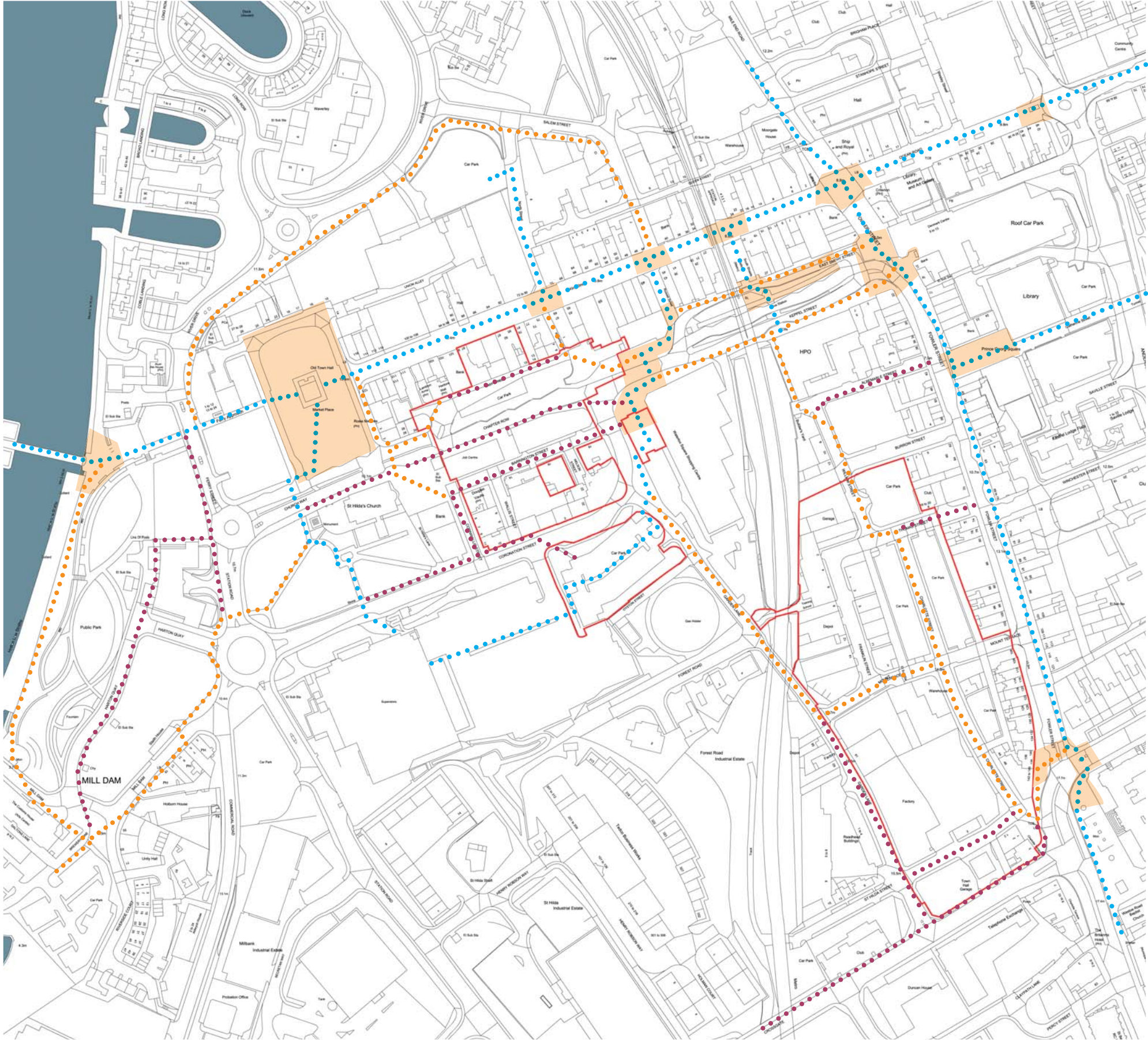
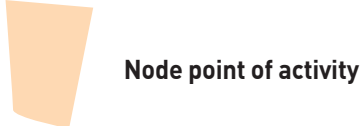
There is a distinctive movement pattern in the town centre which is defined by the historical routes of King Street and Fowler Street. The plan shows there is a severe lack of connection between the areas south of King Street to the main retail space, and the areas to the rear of Fowler Street from the main areas of activity.

The principle reasons for this lack of connection are the current Church Way, Chapter Row, Keppel Street bus route and the line of the elevated Metro. These transport infrastructure routes reduce the pedestrian connectivity across the town.

The plan indicates the relatively low levels of connection from Waterloo Square to King Street and the main retail areas, which given the significance of the development, highlights that connectivity needs to be improved to create any successful development in the area.

The constraints of the Metro divide the town centre from the rear of Fowler Street, however improvement around the Garden Lane area could provide a better future connection.

- Primary pedestrian movement
- Secondary pedestrian movement
- Occasional pedestrian movement



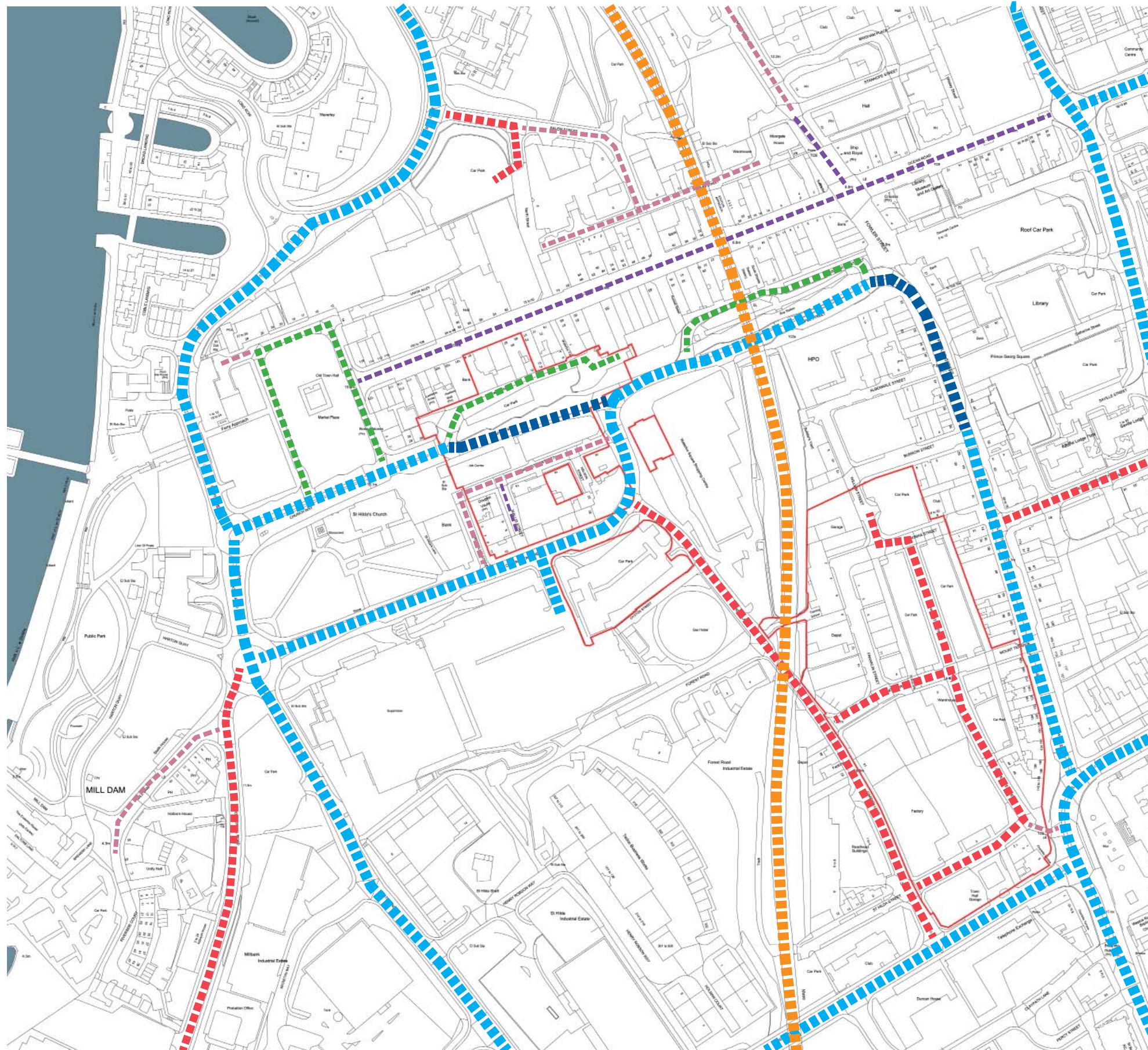
2.10 VEHICLE MOVEMENT

Movement Principles

The issue of pedestrian connection demonstrated previously is highlighted by the pattern of vehicle movement across the town. Primary vehicle routes split the town into segments of activity. The creation of pockets of activity is not inherently the issue, however the plan for South Shields creates very linear areas with little connectivity between them. As a result the desire for pedestrian movement in a straight continuous line is not as productive for increased dwell time as a more connected urban grain.

The scale and frequency of traffic movement along the Chapter Row route through the town enforces the east west movement along King Street. To increase pedestrian movement the linear emphasis of vehicle movement must be reconfigured.

The Metro line at high level is a physical constraint which cannot be overcome, however as identified previously, the bridges are a distinctive character of the town and should be included to enhance connections as landmarks.



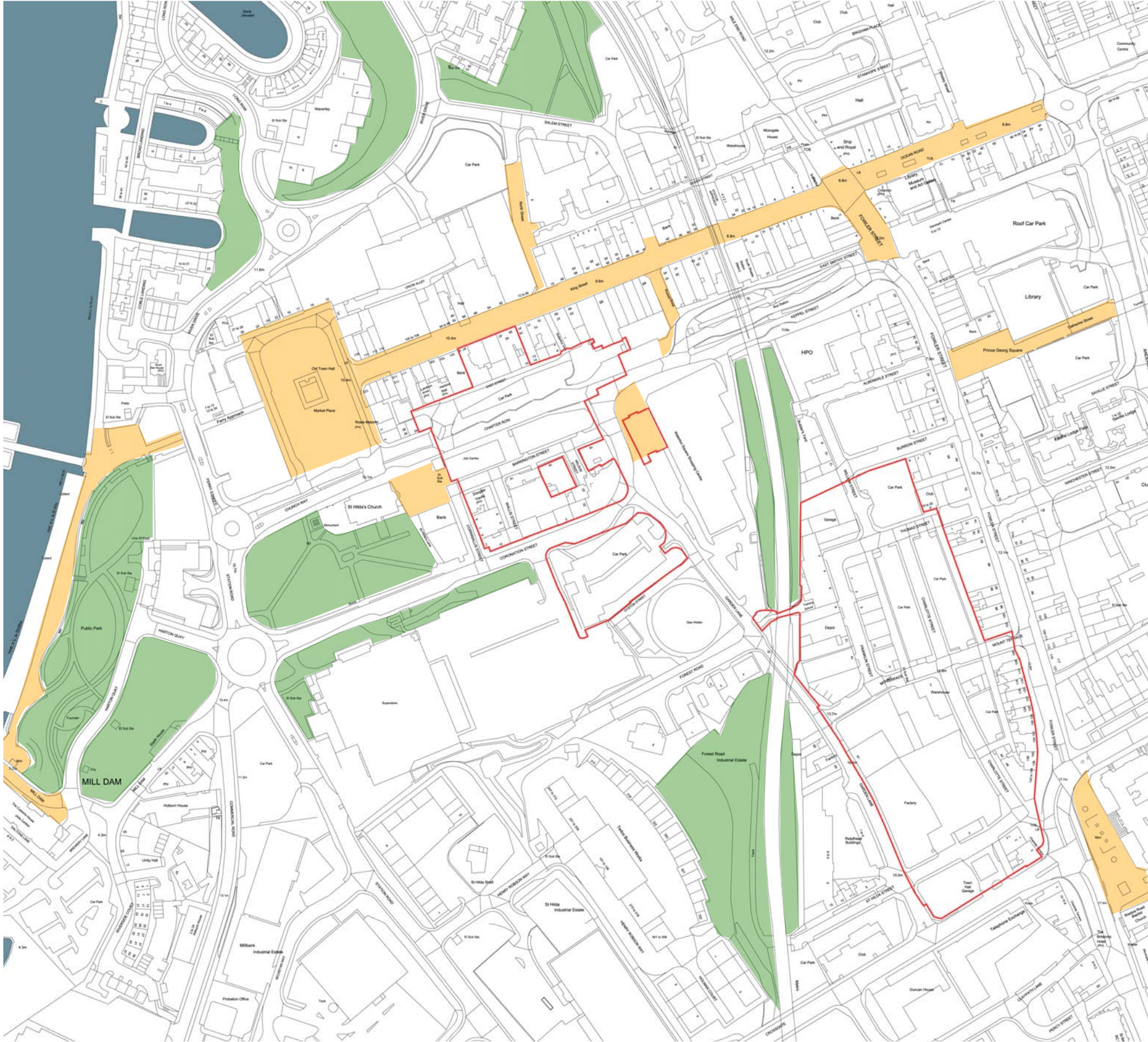
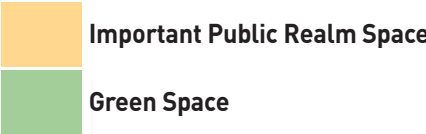
- Orange dashed line** **Metro Link**
Line of the elevated Metro line
- Blue dashed line** **Primary Vehicle Movement**
Includes all public vehicles, taxis and buses
- Dark blue dashed line** **Primary Vehicle Movement**
Buses and taxis only
- Red dashed line** **Secondary Vehicle Movement**
Public vehicles
- Green dashed line** **Service and Taxi Movement**
Access for service vehicles and taxis only
- Pink dashed line** **Occasional Movement**
Access for public cars and service vehicles. Lightly trafficked
- Purple dashed line** **Service Only**
Restricted access for service vehicles only.

2.11 LANDSCAPE AND PUBLIC REALM

External Spaces

The plan opposite shows important areas of public realm, and large areas of green space. The wider context of South Shields shows the town's quality of external space, green areas and shore line. Given the quality of the overall external environment the town centre has the potential to become a desirable tourist destination.

The plan for the town centre itself shows the separation of these key spaces around the application areas. King Street and the Market place are important spaces, however there is a lack of other strategic urban spaces to combine the whole town centre which as a result would improve connectivity.









3.0 THE MASTERPLAN

“To create a Town Centre Regeneration Masterplan which builds upon the principles established in South Shields 365 Town Centre Vision.”

Primary objective from the original STC brief to develop a new town centre masterplan. 2012

3.1 THE MASTERPLAN

The Brief

As identified in the previous site analysis section, the town can be subdivided into three character areas. A strategic brief was developed as part of the original competitive bid process. This referred to requirements associated with the three character areas and promoted links between them.

Character Area 1 Harton Quays and The Market Place

- Create a Community Hub which will become an important part of the town and provide a natural link between the retail quarter and the waterfront
- Enhance the existing market offer
- Create a new Civic Square setting for the Community Hub which will enhance existing assets such as the Old Town Hall, and provide a space to be used for year round events
- Improve the relationship between the waterfront and the town centre by enhancing pedestrian links

Character Area 2 The Town Centre

- Create a vibrant leisure quarter with strong pedestrian and visual links to the retail high street
- Provide new public spaces within enhanced, high quality public realm
- Extend the retail offer on King Street and provide an opportunity for larger floorplates to attract new retail occupiers to South Shields
- Create a new "retail circuit" within South Shields town centre which compliments King Street and Waterloo Square
- Establish a leisure offer which will create evening footfall within the Town Centre
- Minimise the dominance of vehicular movement and greatly improve pedestrian movement
- Enhance the setting of important cultural and heritage assets in the town centre
- Create a new consolidated secure parking facility which will provide a modern, quality inclusion into the town centre

Character Area 3 Fowler Street West

Provide a new, fully integrated iconic Metro and Bus Transport Interchange
 Create a new gateway entrance and experience for people using public transport
 Rationalisation of bus movement in the Town Centre
 Enhance accessibility through the Town and promote pedestrian links and sightlines to the existing high street
 Enhance the experience for people entering the Town from Fowler Street via a new Town Hall gateway area
 Create a quality addition to the public realm
 Improve the setting of the Town Hall and links to the Town Centre
 Minimise vehicular dominance and create a pedestrian friendly environment

The Masterplan

The masterplan is proposed as a holistic approach to the redevelopment of the town centre. It is important that the masterplan is presented in its entirety, and not merely as a presentation of the areas associated just with this outline application. This section therefore refers to the design principles for the whole town centre. The breakdown of works, planning strategy and phasing are referred to later.

Character Area 1 Harton Quays and The Market Place

The works to Harton Quays and the creation of the park have created an important link between the Customs House and the Ferry Terminal. The inclusion of the BT headquarters prescribes an area of the town to become a potential for a civic and cultural area with a strong business network with links to the town centre. The land to the south of Harton Quays adjacent to Mill Dam is currently vacant. This area was defined in the original 365 as potential hotel and restaurants to support the civic and cultural uses and will potentially come forward in the future.

The area north of the BT building currently vacant is to be developed as car parking to support the Word building which is currently under construction on the Market Place.

To promote links across to the Market Place and the town centre from Harton Quays, Ferry Street is reconfigured. This includes a new tabled crossing point to a new Dean Street leading to the Market Place. The crossing and Dean Street have been widened as part of the design to keep the same width as King Street to the east. This improves the movement through the space and the visual connection to the town centre from the Ferry approach.

The Word building is currently under construction on the south west corner of the site on the old Wouldhave House site. This iconic insertion into the fabric of the town will provide a state of the art civic building.

The Market Place is also currently under redevelopment and will include a fully redesigned space to create a totally accessible environment. The Market Place is an important part of South Shields identity, and creates a vital link between the civic and cultural area of Harton Quays, and the town centre.

St Hilda's Church is included within the civic and cultural area. This building is important from a historical perspective, and also provides an important asset with the extensive gardens and green space links forming a route between the market and Coronation Street.

Character Area 2 The Town Centre

Perhaps the most important objective behind the design of the masterplan is to promote movement within the town centre. Without the movement of people, retail and leisure activity throughout the town cannot be encouraged, and the existing town centre remains disconnected. To encourage movement, the retail and leisure offer needs to be desirable, and the spaces around the offer need to be attractive, safe and legible.

To ensure this level of permeability can be achieved, the domination of vehicles within the existing town centre has had to be resolved. The proposed solution is to remove Chapter Row which has become a barrier to movement across the town centre.

The amount of bus movement along the route discourages circulation and splits the King Street from the southern areas of the town, including Waterloo Square. The location of Chapter Row and East Street also restrict development to the rear of King Street.

The masterplan also removes the current Barrington Street alignment, and consolidates the two streets into a new single route, leading from Keppel Street towards St Hildas Square. This route provides a strong visual connection between Keppel Street and St Hildas Church. The new Barrington Street alignment is now closer to Waterloo Square, connecting the retail asset closer to the town centre.

The new alignment of Barrington Street splits the area between the rear of King Street and Coronation Street into two equal parts. A larger floorplan space is available to redesign the town centre which accommodates larger footprint units, and also provision for a large leisure development.

To the north of New Barrington Street, large retail floorplate retail buildings are introduced. These intersect the existing terrace on King Street to form links between the new and existing elements of the town centre. The new buildings wrap around the rear of the King Street properties to create internal service zones, and animate the frontage onto the new streets around the space.

To the south of New Barrington Street, a new leisure development is introduced. This includes a multi screen cinema, restaurants and bar / café areas. This new family orientated retail and leisure heart is focused around 16 Barrington Street, retained in the centre. The public realm around the buildings is designed to improve the setting of the listed building and the connection between the new elements.

New buildings wrap around 18 Barrington Street to create a frontage facing Waterloo Square. The full central space is pedestrianised to develop strong links to King Street and Waterloo Square. This is achieved by diverting traffic across Waterloo Square onto Coronation Street.

To the south of Coronation Street, a new multi storey car park is introduced. This provides consolidated parking within the town centre, collating the entire surface parking areas around the Fowler Street West site into a single facility.

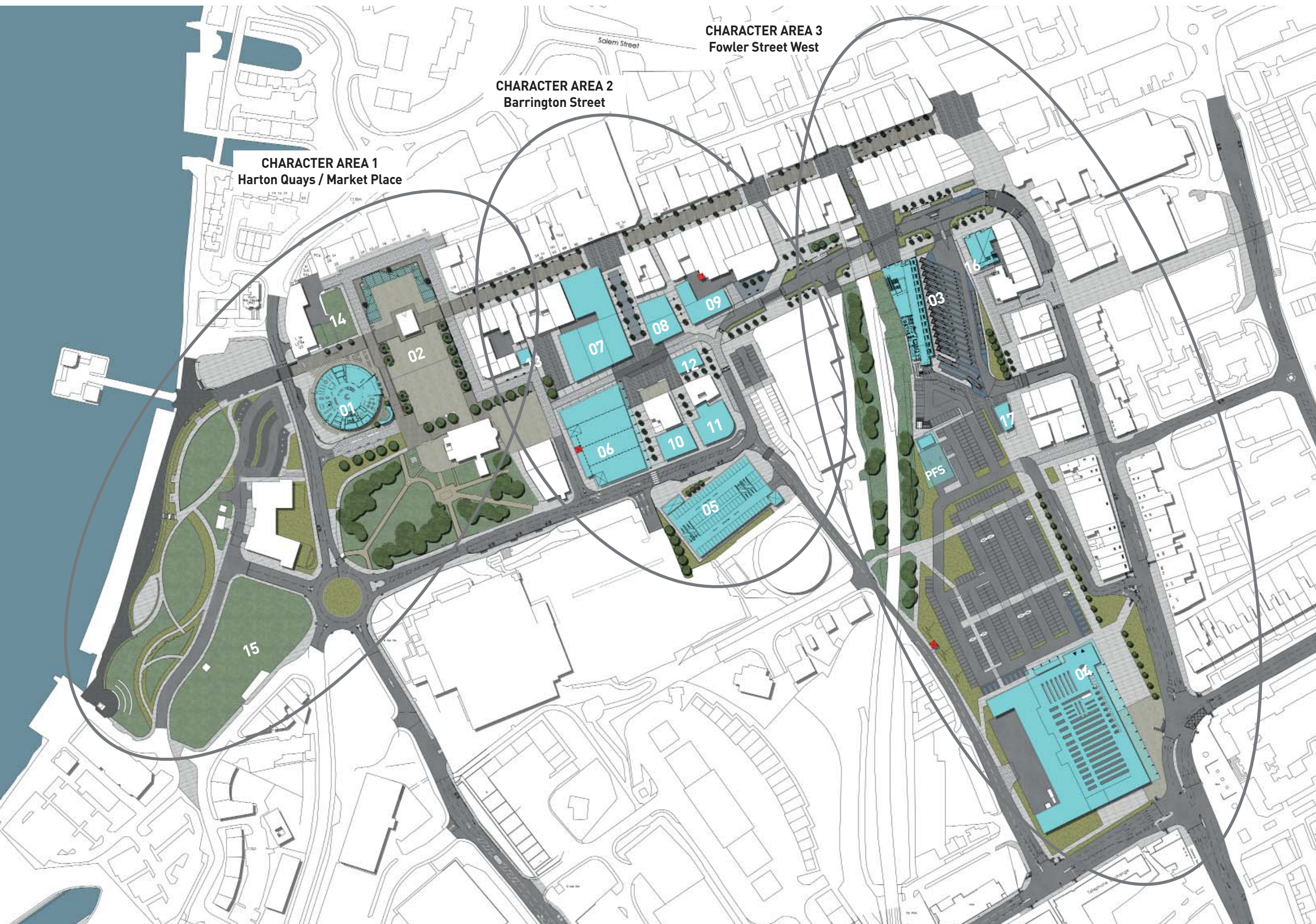
Character Area 3 Fowler Street West

This area is designated as a gateway into South Shields town centre. This is due to the inclusion of a new Interchange facility, consolidating bus and Metro into a single building, and the prominent southern approach from Westoe Road.

The Interchange is located at the north of the site onto Keppel Street. The Interchange will include bus accommodation at ground floor, and a central link to the rail level above. The existing metro station will be decommissioned and the building removed. The platform will be relocated south to become integral with the new Interchange. The site of the existing Metro is regenerated as a public realm link through onto King Street.

- 01 The Word
- 02 Market Place
- 03 Interchange
- 04 Food Store
- 05 Multi Storey Car Park
- 06 Cinema and Restaurants
- 07 Retail
- 08 Retail
- 09 Retail
- 10 Retail
- 11 Retail
- 12 Restaurant
- 13 Restaurant
- 14 Future Development Plot
- 15 Future Development Plot
- 16 Retail / Offices
- 17 Restaurants

3.1 MASTERPLAN



The connection to the Interchange from King Street is enhanced, and Keppel Street is completely reconfigured. Smithy Street is removed, and Keppel Street is narrowed. Traffic movement in the town centre is restricted, and new crossings are introduced, including a new primary route in front of the Interchange on Keppel Street. This is to become Interchange Square and an important part of the town centre movement strategy.

A new retail and office building is introduced in the north east corner of the site on Keppel Street. This building adjoins the locally listed Riddicks building and provides an active use onto the street scene. The Interchange and the retail building are part of a separate detailed planning application.

To the south of the Fowler Street West site, a new foodstore development is introduced. This building redefines the corner of Westoe Road opposite the Town Hall and provides an active frontage on the gateway into the town along Fowler Street. A new pedestrian link is generated through the site within a new parking area associated with the foodstore. This provides a new legible, desire line from the south of the town centre, through to the Interchange.

Holistic Approach

The character areas have been designed to each offer something different to the town centre. The variety of offer within a new attractive town centre setting will encourage people to permeate through the town and increase the dwell time.

To achieve this, it is important that there is a legible street pattern between the new spaces and the existing town centre. The proposed masterplan reconfigures movement around the town completely, focusing on the generation of pedestrian looped movement with reduced vehicle conflict.

3.2 PEDESTRIAN MOVEMENT

Movement Strategy

The underlying core principle behind the masterplan design is pedestrian movement. The existing urban grain is retained, however following the site analysis; areas surrounding King Street to the south and Fowler Street west are reconfigured to promote greater connectivity.

The King Street east to west route is undoubtedly the foremost primary pedestrian route through the town. The existing connections and the historical importance of this route leading to Ocean Road and the Little Haven area to the east are vital to the success of the town centre. The concept is not to rely on this linear route as the hub of activity, but to create loops of movement which open up links to new spaces.

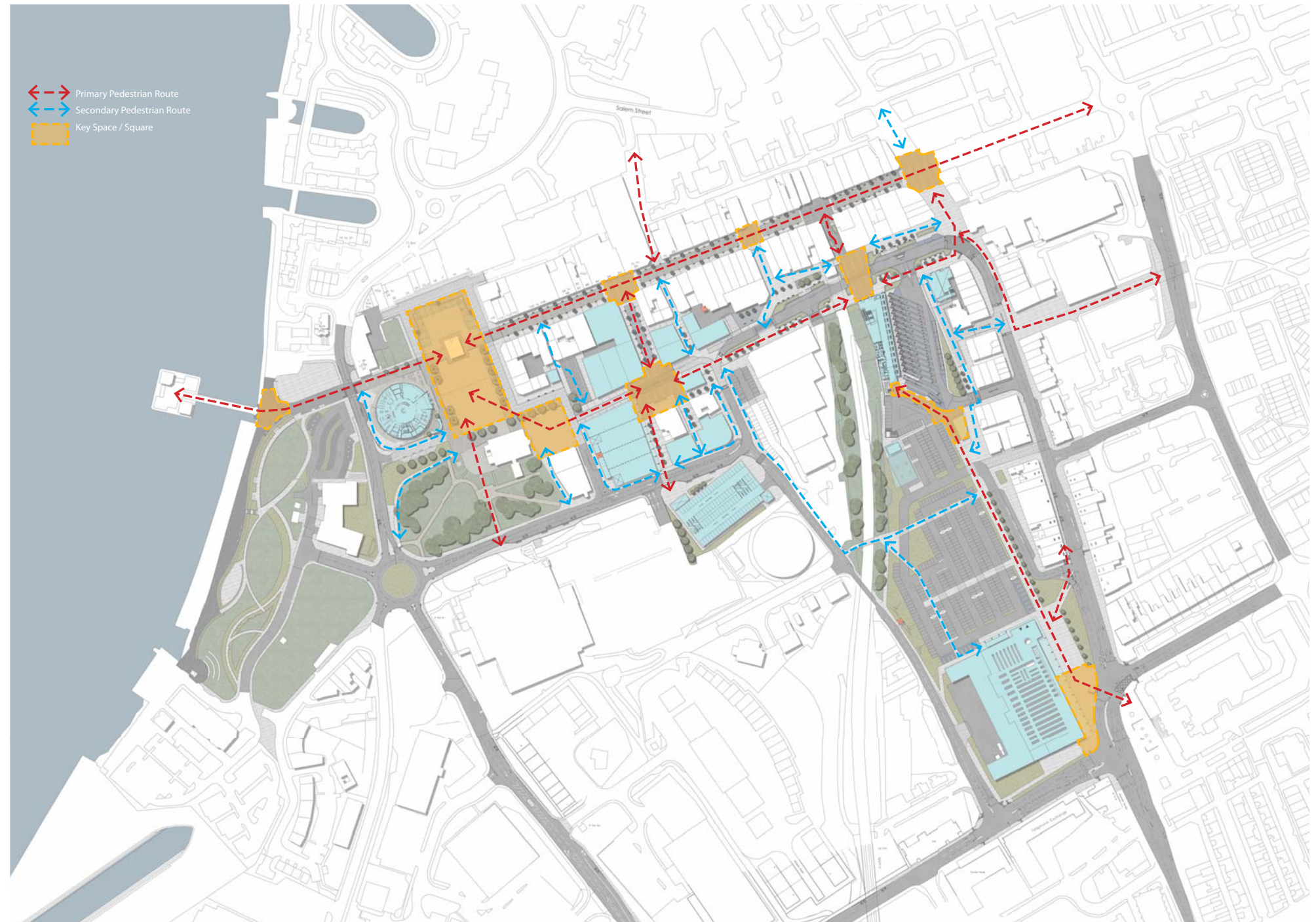
The removal of Chapter Row and the reconfiguration to create New Barrington Street provides an opportunity for a new primary loop based around King Street. This loop uses the Market Place at the west as a destination. From St Hildas Church, the new visual connection through the town to Interchange Square creates the southern section of this primary loop. Existing links from King Street towards New Barrington Street are enhanced, and new links are created, including two new primary routes.

A new link is punched through onto King Street from the new square in front of 16 Barrington Street. This link is animated by major retail developments either side of the pedestrianised street. The route is centred on 16 Barrington Street to provide a visual landmark. Interchange Square provides a second new primary link, through the existing Metro site onto King Street. This will become a gateway point into the town for people arriving by public transport.

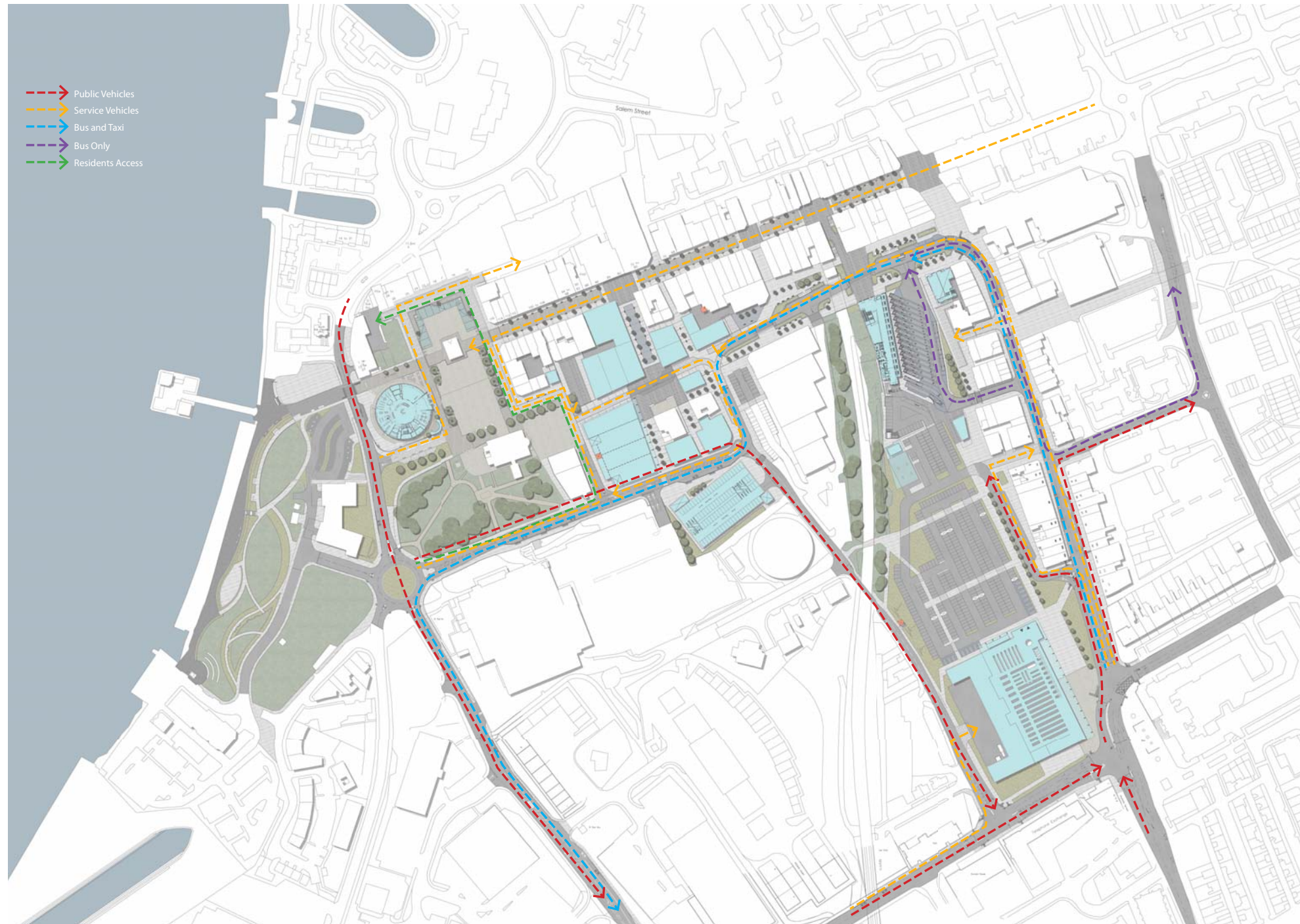
A new primary pedestrian route from New Barrington Street is generated linking Coronation Street and the new multi storey car park MSCP. This route runs along the edge of the new cinema and restaurant building. Secondary routes around the New Barrington Street improve the connectivity to Waterloo Square.

A primary pedestrian route is introduced through Fowler Street West proposal site. This provides a direct desire line from the Town Hall and Westoe Road, through to the Interchange. From within the Fowler Street West site, the existing underpass on Garden Lane is opened and enhanced to create a secondary route, providing a more direct desire line to Waterloo Square.

To provide a legible street pattern, and link all the new streets with the existing fabric of the town, new squares and key spaces are created. These squares bind the whole movement strategy together, giving the pedestrian a choice, and also creating a desirable setting to dwell at a point of activity.



3.3 VEHICLE MOVEMENT



Vehicle Movement Strategy

The rationale for pedestrian movement is successful only if the vehicle movement strategy is reconfigured to minimise conflict and improve pedestrian safety. The strategy undertaken in the review of traffic movement was a phased approach. Firstly remove vehicle and pedestrian conflict where possible. If this is not completely feasible, then minimise conflict by reducing vehicle movement. As a third step, introduce passive design measures to control vehicle movement to shift perception and increase the awareness of drivers that pedestrians are present.

The removal of Chapter Row presents a significant measure in the creation of a more pedestrian oriented town centre. Vehicle movement within the town centre is restricted, and where vehicles are permitted, the streets are designed to slow the vehicles and increase driver awareness that they have entered an area where pedestrians will be active.

The principle flow of traffic is illustrated on the opposite plan. Public vehicle movement is shown red. This is restricted to the periphery of the main central areas. Public access to the main parking areas and the new MSCP are retained. The removal of public cars from the town centre allows greater control over the pedestrian environment.

Public transport movement, including bus and taxis, is shown in blue. This vehicle movement uses Fowler Street and Keppel Street, and is then diverted onto Waterloo Square and Coronation Street to egress onto Station Road roundabout. The New Barrington Street development becomes free of traffic movement except for limited servicing and encourages pedestrian movement to King Street and the Market Place.

Residential access to the Ferry Street apartments will be maintained through the Market Place. The closure of Church Way to through vehicles encourages pedestrian connectivity to St Hildas. Traffic entering the square is diverted onto Cornwallis Street from the Market Place.

Service vehicles are restricted through the town centre to servicing hours outside peak times. This is not uncommon in most modern town centre environments and is achieved by the enforcement of traffic regulation. A clear strategy for signage and wayfinding associated with the new vehicle movement pattern and restrictions has been put in place and is defined in the supporting Transport Statement.

3.4 PLANNING STRATEGY

Outline Proposal

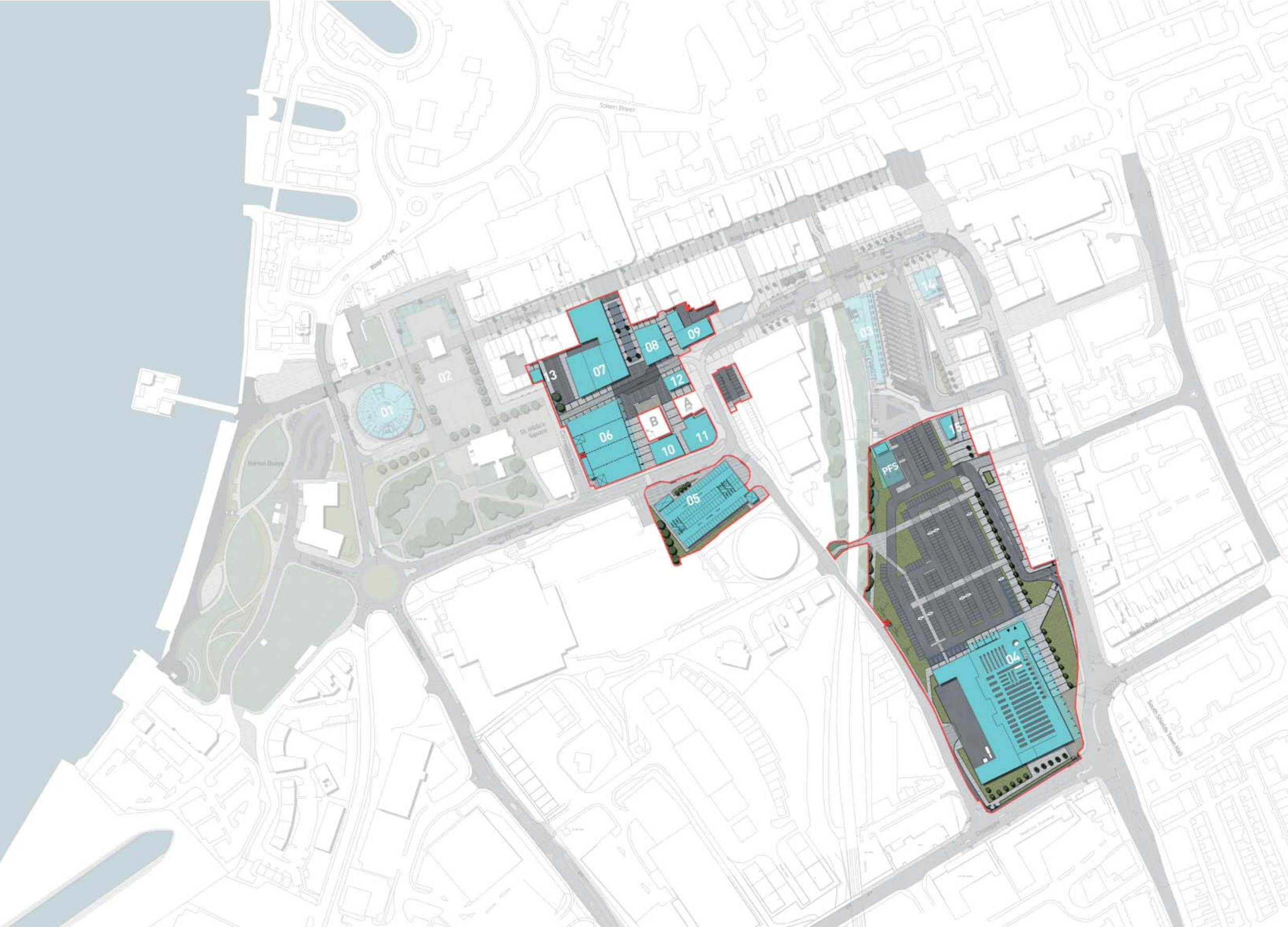
As identified previously, the Outline Application does not seek permission for the entire masterplan, and separate applications are made for each phased element.

The Market place and Word building have been approved as the first phase submission. The detailed application for the Interchange will be submitted at the same time as this application. The highway improvements will be dealt with via a Section 278 agreement.

This application therefore refers to the parts of the masterplan defined in the application areas. The quantum of accommodation for this application is:

(Total GIA floorspace in sqm)

Plot 04	Food Retail	6039sqm circa 300 spaces
Plot 05	MSCP	10000sqm circa 300 spaces
Plot 06	Restaurant Cinema	1603sqm 2745sqm
Plot 07	Retail	4083sqm
Plot 08	Retail	1082sqm
Plot 09	Retail	971sqm
Plot 10	Retail	367sqm
Plot 11	Retail	525sqm
Plot 12	Restaurant	186sqm
Plot 13	Restaurant	139sqm
Plot 15	Restaurant	135sqm

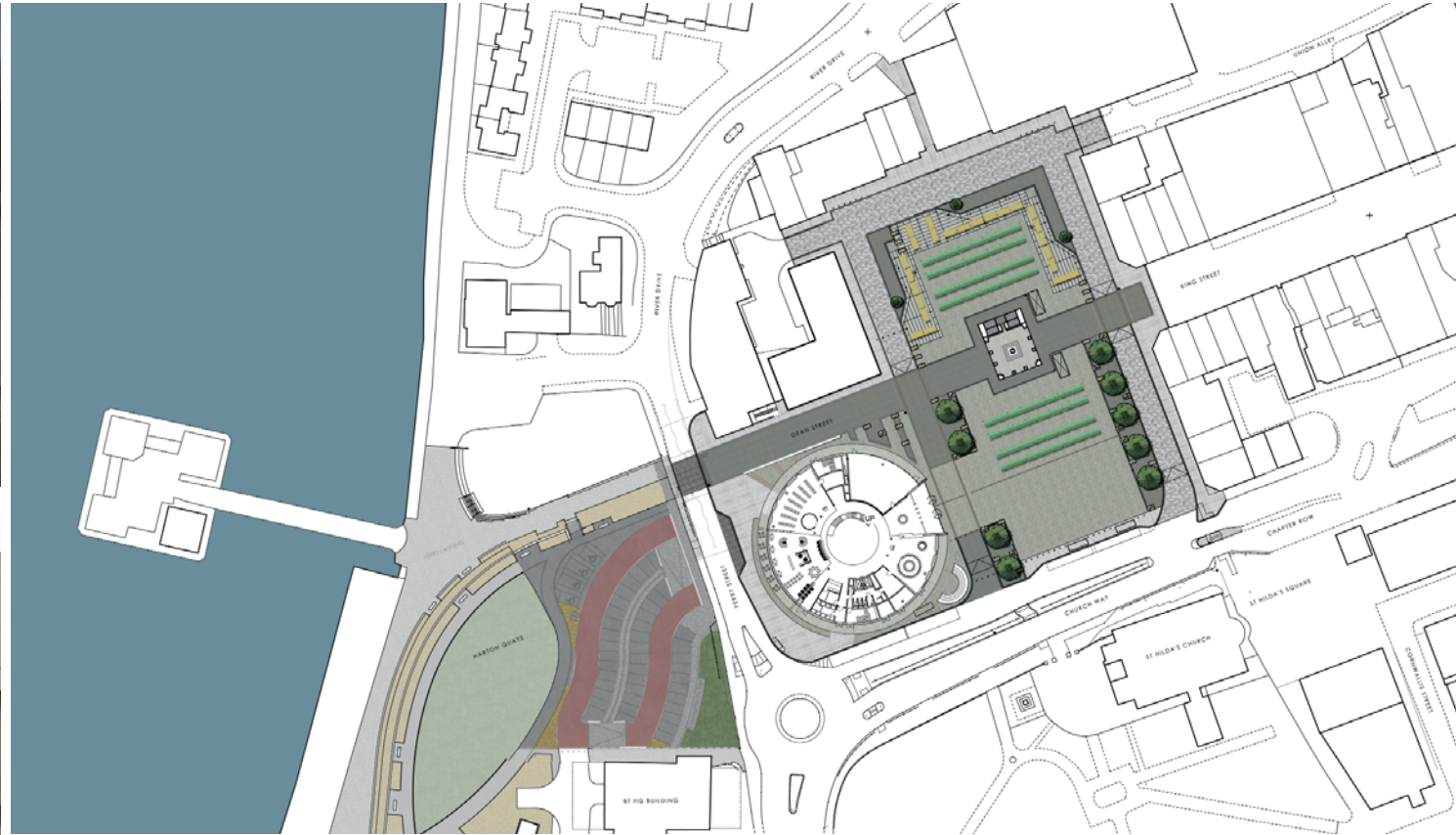


3.5 PHASED DEVELOPMENT



Market Place and The Word

The works to develop the new Word building and the Market Place are currently on site. The two elements are designed to work cohesively to create a new civic area in the town, complimenting the surrounding context and providing the first phase to improve connectivity in the town.



The Word and The Market Place

The first phase of the 365 masterplan for the Word building and new Market Place works received planning consent in October 2014 (ref: ST/0649/14/LAA and ST/0651/14/LAA). Works began on site in Spring this year and are due to be completed in October 2016.

The proposal will include a state of the art civic building, providing consolidated library, and other community services within a single building. The facility is designed to provide information in an intuitive environment using the latest technology to engage with the public. The Word building will be an iconic building facing the Harton Quays area of the town, maximising the opportunities presented by its location to create views across the river and onto the Market Place facing the town centre.

The new reconfigured Market Place provides a civic square that enhances the existing market offer and provides a space which is flexible to be used for other events. The space improves the setting of the new Word building but also the existing Old Town Hall and St Hildas Church. The redesigned square includes a new multipurpose market shelter at the northern edge of the space. As part of these works, the crossing over Ferry Street will be improved to enhance connectivity to Harton Quays.

The works are to be delivered in two phases. The consented scheme retains Church Way and improves the existing access and bus stops along the edge of the street. As the masterplan comes forward, the detail of the square will be extended south to meet the face of St Hildas Church. The church becomes the southern edge of the square, completing the space and improving the connectivity to the town.



3.5 PHASED DEVELOPMENT

The Interchange

As identified previously, a detailed application for the proposal of a new Interchange is to be submitted at the same time as this outline application. The two applications are cohesive and the detail is illustrated in this document.

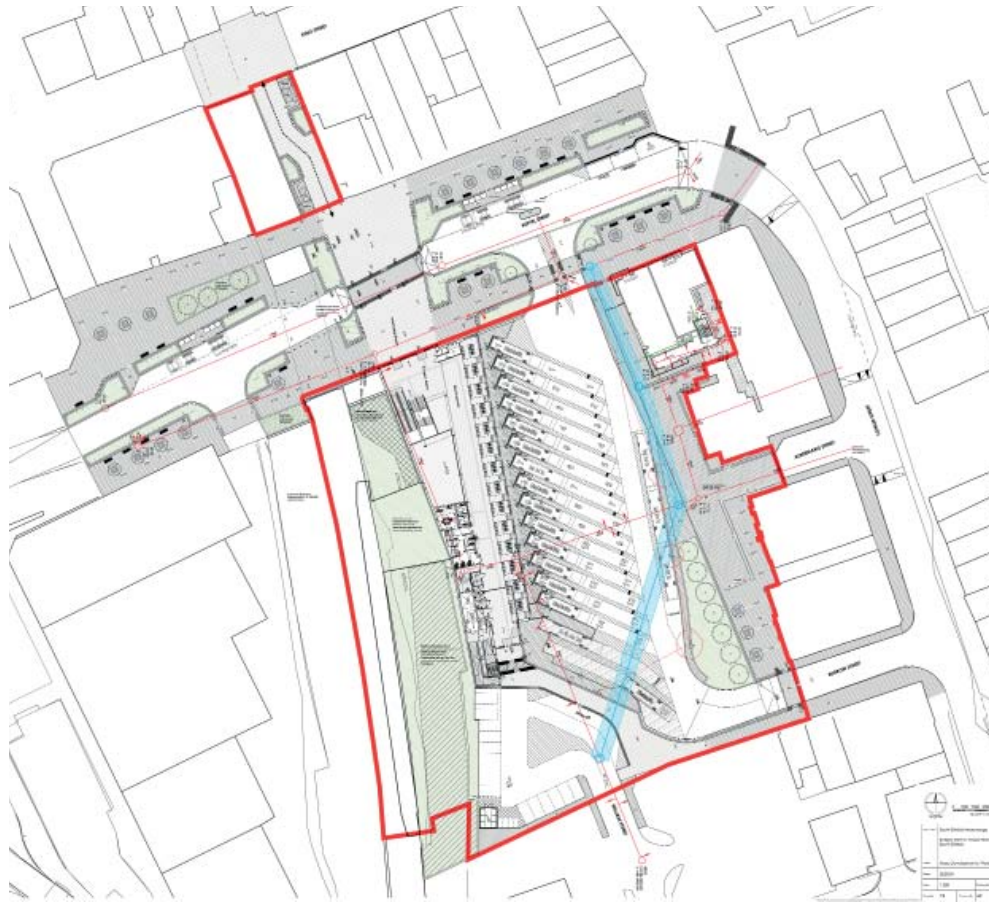
The Interchange is to be delivered as the second phase of development in the overall strategy for the masterplan. The Interchange is required to enable the bus movement in the town to be consolidated, allowing the removal of the Chapter Row link which dissects the town. Only on the completion of this staged process can the streets be stopped up and regeneration commences around the New Barrington Street proposals.

The Interchange includes bus and Metro connections in a single landmark building. The Interchange is located south of Keppel Street on the site of the existing Post Office. Buses will be located at ground floor, and an internal circulation route provides access up to rail level for the Metro. The embankment is located approximately 8 metres above the ground floor level.

The form of the building is designed to reflect movement and the passage of people through the space. The design separates bus and Metro movement into two distinct forms and brings them together at the feature entrance space onto Keppel Street.

The proposal includes improvements to the surrounding public realm areas, connecting the Interchange scheme to the overall masterplan.

A standalone retail and office building is also proposed on Keppel Street. This building animates the street scene and wraps the corner of the site from the Riddicks building on Fowler Street.



Iconic Building
The Interchange will become a landmark building on a new gateway into the town.

Transport Interchange
The design of the new Interchange will create a cohesive public transport facility. A major part of the works is the reconfiguring of bus movement. By creating a new network of bus movement, the town centre becomes available for a new considered urban design to create a more pedestrian environment.

3.5 PHASED DEVELOPMENT







4.0 THE PROPOSAL

4.1 APPLICATION SITE 1 BARRINGTON STREET TOWN CENTRE

As identified at the beginning of this DAS, this application is submitted in Outline with matters of layout, scale, landscape design, appearance and access reserved for determination at Reserved Matters stage. This section presents an illustrative scheme that has been developed following analysis and consultation. This information will inform the detailed design proposals moving forward to the delivery of the masterplan, and the principles are established in the parameter plans associated with this application.

Application Site 1 Barrington Street

Layout

The principle elements for the design of the overall masterplan have been established previously in this document. The Barrington Street application site includes the areas associated with the regeneration of the new retail and leisure heart of the town.

The new street pattern built around New Barrington Street has enabled large format retail space to be introduced onto the new link from King Street. There is currently a shortage of large format retail space in the centre of town. This is due to the historical context of the buildings on King Street. By providing large format retail space, new occupiers can be attracted to the town that are not currently associated with South Shields. The size of the operator footprint will ensure that there is no direct competition with the existing smaller retail units, and the existing offer can be improved on the back of increased footfall.

The new retail units 07, 08 and 09 are located to wrap around the new link which is punched through to King Street, and also the existing links through the buildings. The proposed buildings screen the rear of the existing buildings and create a new street scene south of King Street. Building 07 is designed to include divisible space and create multiple frontages, wrapping from King Street to New Barrington Street and the west elevation facing St Hildas Square. The building provides an important visual connection from the new Market Place towards Harton Quays.

To the south of New Barrington Street the new leisure scheme is designed around the retention of 16 and 18 Barrington Street. The existing buildings do not form part of this application, however the properties are integral in the design of the layout. It is anticipated that the buildings will be redeveloped and provide a new use to support the retail and leisure context.

New pedestrian streets are created around the existing buildings, improving the setting and connectivity to Coronation Street. Building 06 to the west of 16 Barrington Street includes restaurant accommodation at the ground floor, with a 5 screen cinema above. The restaurant frontages animate the street scene to the new MSCP on Coronation Street. The restaurant and cinema will promote the length of activity in the town into the evening, creating a more vibrant town centre. The proximity of the leisure element to the MSCP will encourage families to use the town centre.

Buildings 10 and 11 are retail units designed to complete the Coronation Street façade and improve the connection and setting to Waterloo Square. The retail leisure mix around the New Barrington area encourages connectivity to the existing retail building. Building 12 is a restaurant / café kiosk in the square created to New Barrington Street. The building frames 16 Barrington Street and encloses the new leisure square. Buildings 06 and 12 are designed to reflect the line of Waterloo Square onto Keppel Street. This building frontage strengthens the visual connection from St Hildas through to Interchange Square.

The MSCP is located to ensure public vehicle access does not impact upon the main pedestrian areas of the town centre. The building increases the built form along Coronation Street and provides a central parking location with strong pedestrian links to King Street through the new development.

Movement and Accessibility

The layout is designed to promote pedestrian movement and connectivity. As previously identified, this is through the establishment of loops around the town. The pattern of movement is strengthened by the new link punching through from King Street to New Barrington Street. The movement around the space is organised through a series of street types. These street types are illustrated on Parameter Plan 07. The streets are connected by a series of squares.

The new punch through onto King Street is defined by a new square. This leads to the new square at New Barrington Street. This space is to be designed as an extension to King Street. New Barrington Street is to be designed as a shared surface environment. The treatment established around the perimeter of the Market Place will be adopted to create a pedestrian prioritised space. Vehicles in the area will be restricted to service vehicles and allowed into the space during restricted hours.

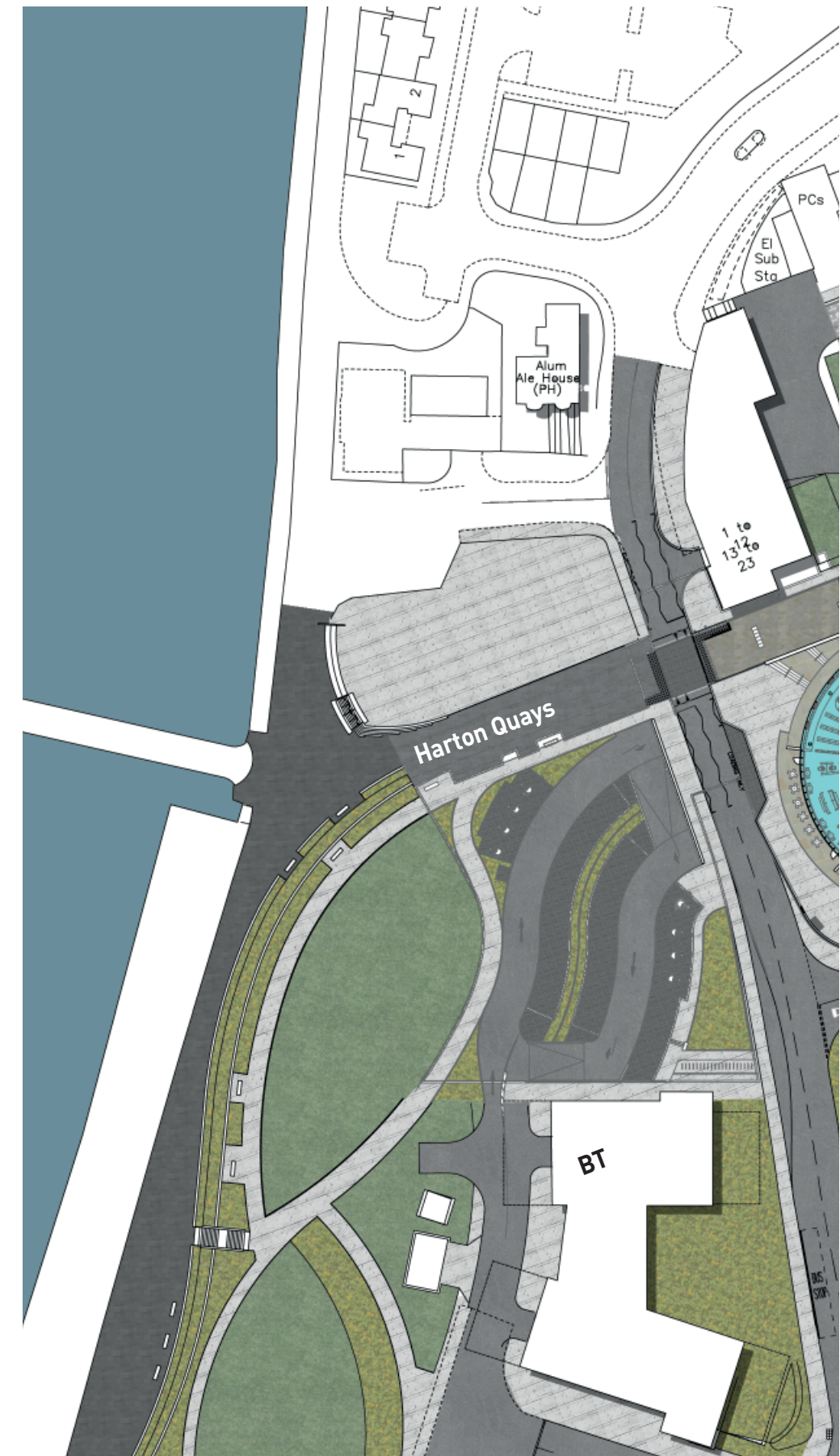
Secondary streets are defined in a material palette that will be rolled out throughout the town centre, providing a legible street pattern.

The traffic movement across the New Barrington Street area is restricted to servicing only outside of peak times, and passive highway design measures are introduced to slow traffic and increase awareness. The shared surface treatment visually increases awareness and slows traffic down. The vehicle areas are reduced in width and junctions include square corners. The square corner visually increases driver awareness and creates a stronger sense of a pedestrian environment. The corners of the space are designed to accommodate vehicle overrun.

New Barrington Street itself is to be a one way street, making the space easier to navigate for pedestrians. Service vehicles egress onto Waterloo Square and back onto Coronation Street.

Service areas to the buildings are screened where possible. Layby zones are introduced to ensure service vehicle loading locations are controlled. Goods are trolleyed to their destinations from the loading zones.

Unit 07 and 13 screen and share the existing service areas to the rear of King Street. Service access is permissible across the new square in front the units. Unit 09 is designed to provide an active frontage on the face of the existing service yard adjacent to the Argos unit. The service area is increased and provides access to unit 09, the existing properties and the existing substation. Unit 06 is serviced from Cornwallis Street. The building includes an internal shared service zone to all units. The building also includes a new substation to replace the existing facility on the existing Barrington Street.



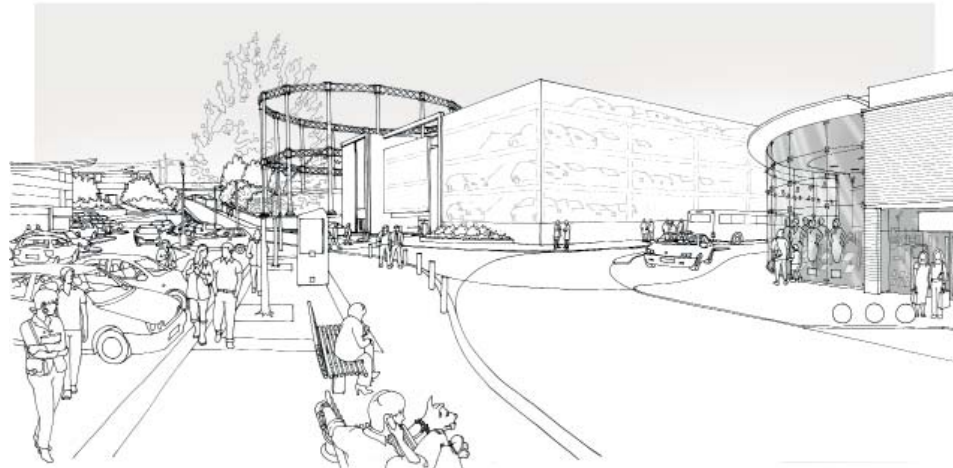
4.1 APPLICATION SITE 1 BARRINGTON STREET TOWN CENTRE



4.1 APPLICATION SITE 1 BARRINGTON STREET TOWN CENTRE



4.1 APPLICATION SITE 1 BARRINGTON STREET TOWN CENTRE



Links and Spaces

The proposed New Barrington Street layout is designed to create spaces to encourage movement. At the head of each space is a landmark building or square. The new link from King Street is located to create a view to 16 Barrington Street.



Appearance

The appearance of the masterplan proposals is reserved. The parameters for scale and storey height however are referred to in the associated parameter plans.

Buildings 07, 08 and 09 are to include two storey retail accommodation throughout in order to sit comfortably against the existing buildings of King Street. Ground floors should be animated and include active frontages to all major routes. The corners of buildings are important and should include activity or architectural features to turn the corner and encourage movement. The roof level of the building should be articulated to reflect the varied pitched roof context of the town centre.

Building 07 is located adjacent to the existing Bank at 111 King Street. The scale of the proposal should reflect this listed context and have a suitable connection detail. A recessed detail between the two buildings would respect the listed neighbour and break down the elevation. The retail elevations should be broken down further to provide the visual appearance of multiple buildings. This will maintain the variation across the town centre and avoid "landing" a single piece of large floorplate retail in the context.

The large scale retail should include brickwork in the elevations, together with other contemporary materials. The use of brick will maintain the visual vernacular of the town centre throughout the proposal. First floor animation should be encouraged, either with glazed upper level display windows or upper level accommodation.

Building 13 is a small scale single storey inclusion to screen the blank gable of the existing property. The proposed building will screen the access to the existing rear service area from the new square. The gable of the existing building offers no activity at all. There is no frontage, and also no articulation. A low level active kiosk type café unit provides animation to turn the corner from the Market Place onto the new square north of St Hildas.

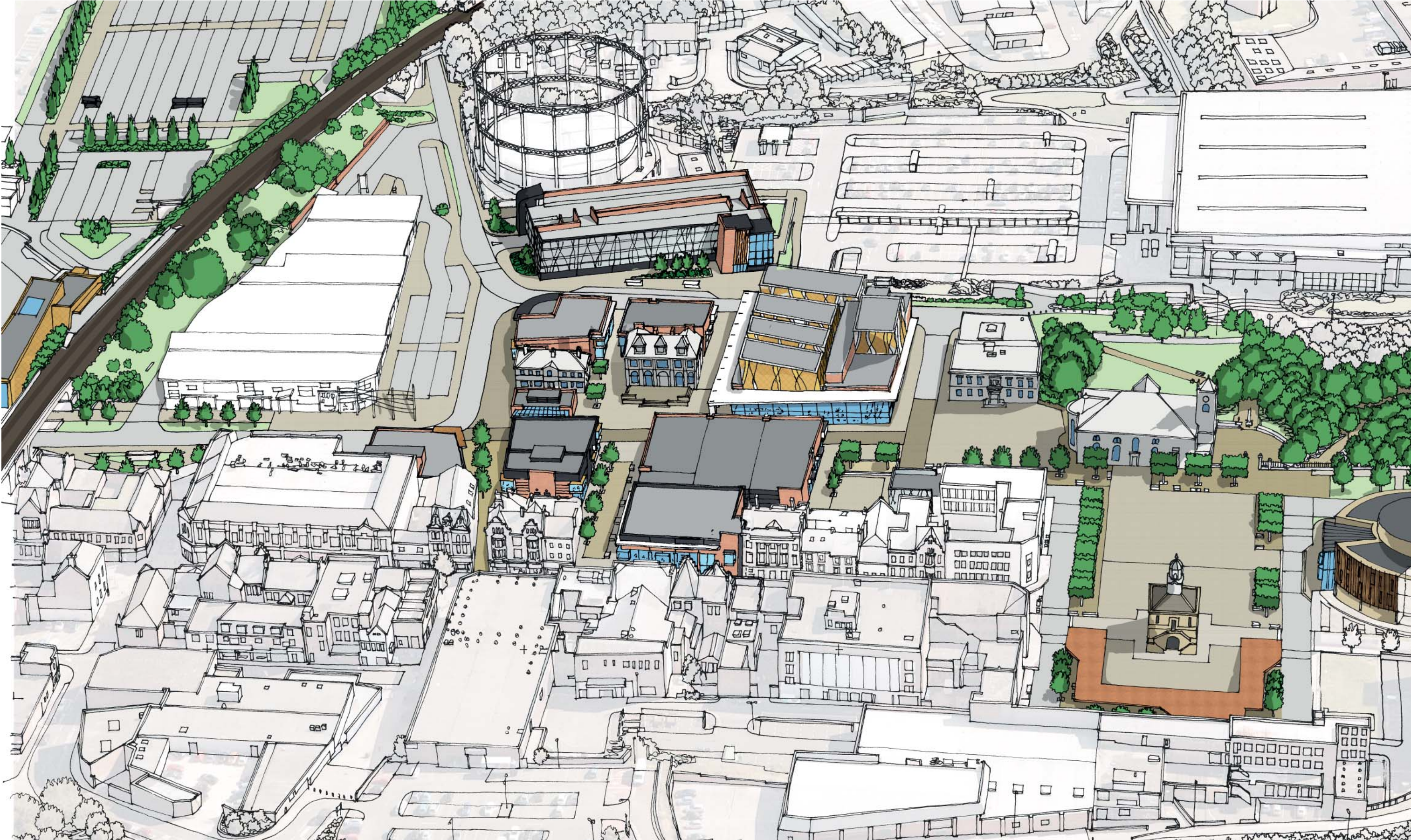
The cinema and restaurant building (building 06) is to include animated ground floor accommodation on the east elevation facing a new through route alongside 16 Barrington Street. The new route links the new square on the realigned Barrington Street to Coronation Street and the MSCP. The ground floor should be fully glazed along this route and encourage spill out seating into the pedestrian street. The cinema accommodation will be located above the restaurant units with an access and concessions area facing New Barrington Street. The cinema element should be visually separated by a varying facing material from the ground floor. An external projecting colonnade is a feature that would visually combine the restaurant and cinema entrances, provide protection for external seating, and help minimise the visual scale of the cinema. The projecting colonnade should address a scale relationship with the adjacent 16 Barrington Street by visually matching the eaves line. The upper level auditoria should be expressed individually on the elevations to break down the mass of the building. Where possible the roof form of the auditoria should pitch and fall west towards the existing Bank building and St Hildas Square which is of a lesser height.

Buildings 10 and 11 to the south of 16 and 18 Barrington Street wrap around the existing buildings and frame the street scene. These buildings should be single storey or single with mezzanine accommodation to ensure the scale doesn't visually dominate the existing buildings. 18 Barrington Street is a relatively low 2 storey building in comparison to the adjacent listed 16 Barrington Street and should not be exceeded in overall building height. The layout of the two buildings should encourage movement between the buildings. The open site should encourage multiple aspect frontages. The location and size of the units is not in the direct retail centre and should consider divisible floorplates to encourage diversity and provide more entrance areas across the elevations.

The buildings should use red brick to reflect the context. Buildings should be treated independently and more contemporary materials mixed with the brick would respond to the adjacent Waterloo Square. The roof profile should be expressed and respond to the varied pitched roofs on the surrounding building.

Building 12 is a single storey low level café kiosk designed as an island unit to separate New Barrington Street and reduce the scale of the street. The unit should include large areas of glazing and become transparent to maximise visual lines across the space. There is an opportunity for this small building to become an individual piece of design which become a visual landmark in the centre of the route between St Hildas and Interchange Square.

4.1 APPLICATION SITE 1 BARRINGTON STREET TOWN CENTRE



4.1 APPLICATION SITE 1 BARRINGTON STREET TOWN CENTRE



Materials

A mixed palette of materials provides a varied street scene, however the selection of materials on each individual element should be controlled to avoid an over articulated facade.

Materials

The buildings shall include materials which are responsive to the surrounding context, but also provide unique sense of place. The New Barrington Street site is a new space in the town and provides a new retail and leisure offer; therefore this should be reflected in the materiality of the proposal. Red facing brick is encouraged throughout in key areas of the design to maintain a connection to the town's vernacular. More contemporary materials are to be used on large scale areas such as the cinema auditoria and the car park. Sandstone cladding materials are discouraged as it would detract from the principle heritage areas such as the Market Place where this material has a greater context.

Shopfront glazing used around all areas is to be aluminium framed or structural clear glass only and full height where possible. Signage across the retail elements is to be considered carefully and a shopfront design guide will be prepared to support any detailed design. This will identify key areas for signage and principles to be adopted by the tenants.

The large retail space should be broken down to visually appear as smaller units from the external areas. Each individual component will not include more than two facing materials to ensure the street scene is not over articulated.

External Public Realm

The public realm is designed to create a pedestrianised environment as an extension of King Street. The Market Place design has set an initial precedence for material specification and the treatment of streets. This design intent is to be carried through the town to ensure a cohesive, legible environment. Within the central area, four street types are created.

Street Type 1 - Avenue

King Street is to be redesigned to create a visually cleaner, less cluttered environment to encourage movement and permeability between units and other areas. The layout should define the street into zones. A central zone for general circulation and access by service vehicles during restricted hours, and an outer zone for pedestrian circulation around shopfronts. The central zone should be open and free of street furniture to promote circulation and enhance the framed view through King Street towards the Market Place. The outer zone is to include street furniture and tree planting areas. The outer zone should feel more pedestrian and designed to encourage dwell. This treatment at King Street is to be echoed through the new link to New Barrington Street. The avenue street type shall be between 14m and 16m wide.

Street Type 2 - Pedestrian Street

These streets have no permitted vehicle access and therefore the paving treatment is more continuous throughout. The clear spatial definition subconsciously alerts people moving through the town that they have entered a different space. The street should include tree planting in strategic areas to provide shade and seating. This street type is included between the cinema and 16 Barrington Street. The street should be designed with space for pedestrians to dwell and maintain adequate circulation. The streets shall be designed between 6m and 8m wide.

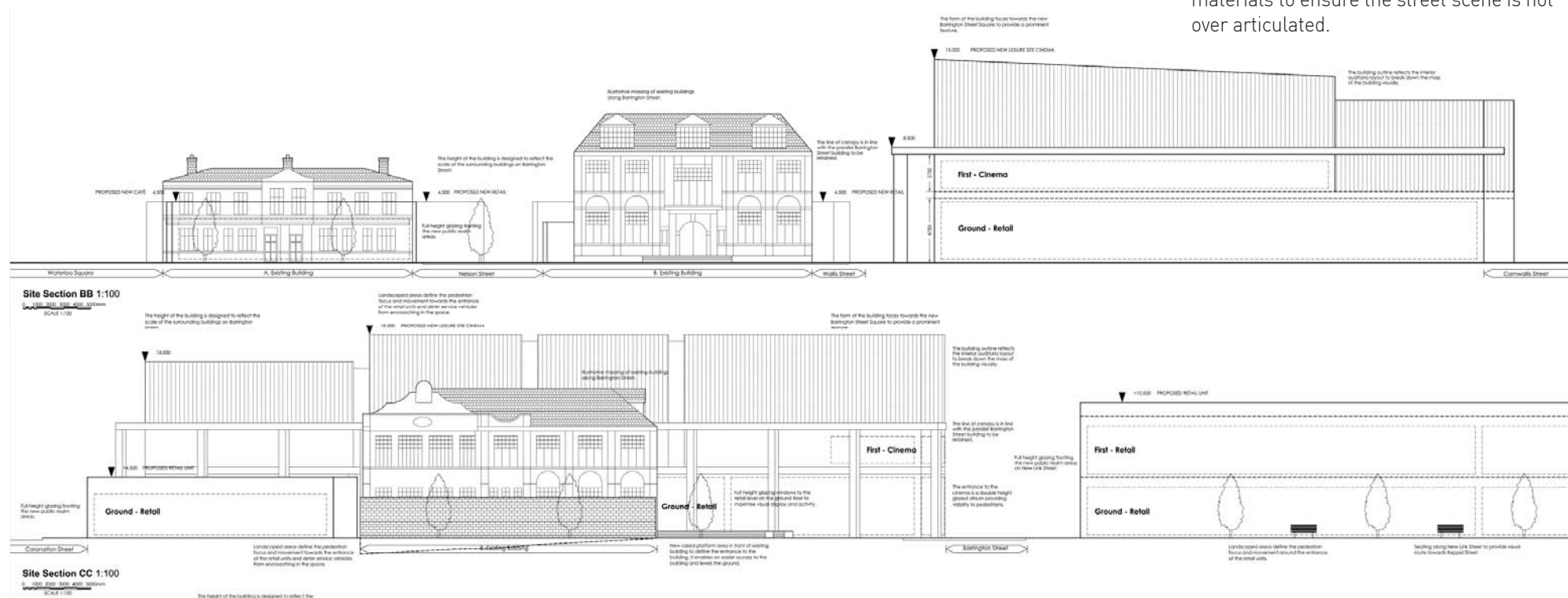
Street Type 3 - Shared Street

This street type was established around the Market Place and is designed to allow permitted service and private vehicle access at certain times. During the day there will be no permitted vehicle access. The space therefore is designed to feel like a pedestrian environment and includes paving throughout. The vehicle areas are defined with a contrasting 25mm kerb and tactile awareness paving is introduced to aid visually impaired people. Corners are to be square. The removal of vehicle radii shifts perception to a more pedestrian environment and slow vehicles down. The paving is designed to take vehicle overrun for larger goods vehicles during delivery times. New Barrington Street and the connection to Cornwallis Street will continue the shared surface environment from the Market Place. The streets are designed to be between 8m and 10m wide.

Street Type 4 - Linking Street

The linking street is a small access between buildings used to provide short cuts between other areas. As previously indicated these links are part of the town's character and should be adopted through the masterplan. The areas will include paving throughout to match the pedestrian street and be well lit. The streets will not be overly long to avoid discomfort and a landmark or space is visible from either entrance into the street. The link between buildings 11 and 12 and the new link outside the entrance of 18 Barrington Street provide these alternative links. The space will be between 4m and 6m wide.

The streets are connected by a series of squares. The squares are to be defined in granite to provide a quality civic material. Sandstone paving is not to be used on the town centre circulation areas as this would reduce the impact of the Market Place as a special area in the town.



4.2 APPLICATION SITE 2 FOWLER STREET WEST

Layout

The layout of the Fowler Street West proposal is designed to include the Interchange and Retail / Office Building on Keppel Street. These two buildings are submitted in detail as part of a separate application but are considered integral to the design of this site.

The elongated site behind the Fowler Street properties is designed in three parts. The northern section onto Keppel Street is designed as the public / pedestrian interface with the town centre and includes the Interchange with a new retail building. The Interchange is designed to encourage pedestrian movement through the building as route to promote permeability and a new desire line from Keppel Street south through the site.

The southern section of the site is designed to include the foodstore retail building. This large format building provides a civic scale building on the corner of Fowler Street and Westoe Road which is an important visual gateway into the town. The larger more civic scale will be visually more comfortable against the Town Hall building opposite.

The location of the building is carefully considered to frame views and create links. The building frontage onto Westoe Road is designed to reflect the building line generated by the buildings along Westoe Road on the southern side of Crossgate. This frames the visual aspect leading to Fowler Street. The foodstore follows the line of Westoe Road and opens up the site to create an entrance onto Fowler Street and a new pedestrian link which leads directly to the southern entrance of the Interchange.

The topography of the site falls from Crossgate to Keppel Street by approximately 10m. The public entrance is located on the north east corner of the building. This encourages a connection to Fowler Street and sets the floor level of the building lower than Crossgate, therefore the building is cut into the site. Garden Lane to the west also falls in the same direction, therefore goods access into the building can be brought in at the same level.

The building is positioned to create an active frontage facing Fowler Street. The north elevation facing the centre of the site includes the entrance into the building and the southern elevation onto Crossgate should also be animated. Illustrative design visuals demonstrate an internal café at this point which is raised internally to provide an alternative frontage onto Crossgate.

The central area of the site includes vehicle parking, a petrol filling station (PFS) and a café / restaurant pod. The parking is located centrally so it is screened on all sides by buildings to the main streets, maintaining the urban pattern of the town from the main routes. The PFS is also located towards the centre for similar reasons. The facility is also located on the main access road into the site. The café pod is introduced into a new square to the south of the Interchange. This provides activity in the site and provides a visual landmark at the head of the link to Fowler Street, indicating you have arrived at the Interchange.

Movement and Accessibility

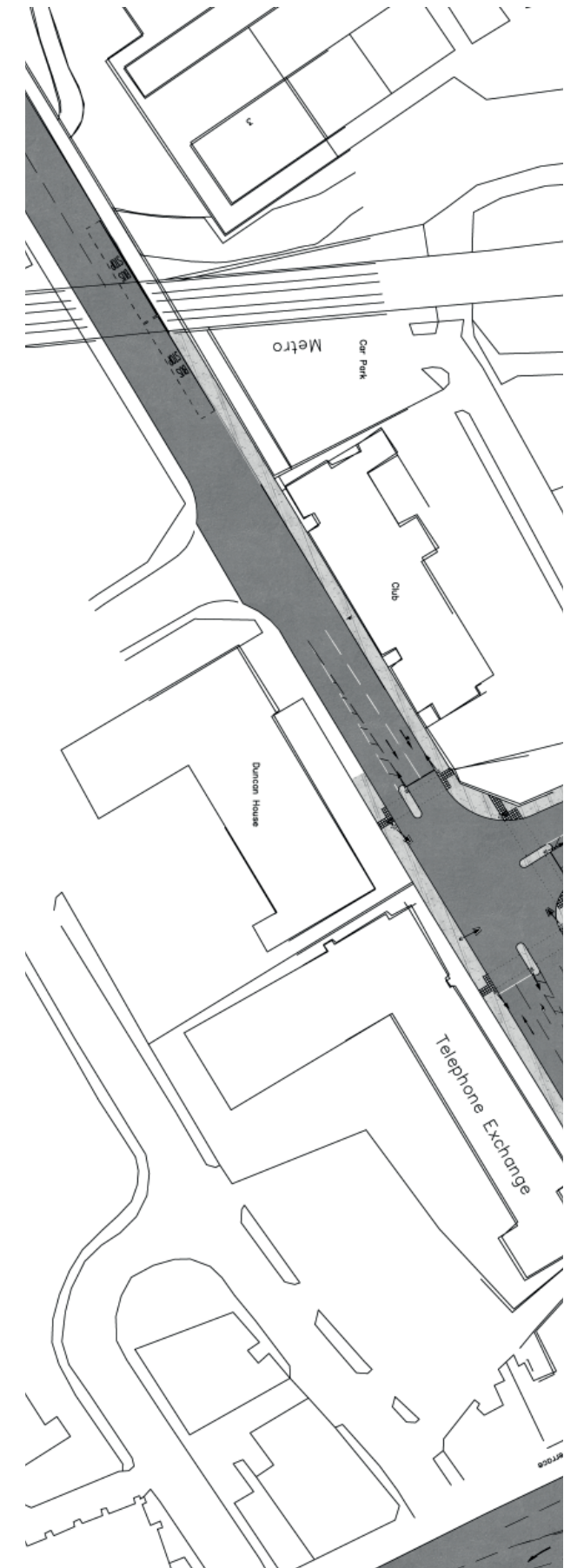
Pedestrian and vehicle movement exist in the area and the space is designed to maintain the movement patterns of both with minimal conflict. A primary objective is to create a direct pedestrian desire line from the junction on Westoe Road to the Interchange through the site. This is to promote connectivity between the transport hub and the Town Hall. A new pedestrian footpath is located across the façade of the foodstore, leading through the site to the café pod and the square in front of the Interchange. Vehicle access to the parking areas in the site is designed to minimise crossing points on this route to a single crossing.

Public vehicle access into the site is from Fowler Street, replacing the existing Mount Terrace access. This route wraps across the rear of the Fowler Street properties and into the site at the top of the parking areas. The main foodstore parking is to the south, and to the north is additional parking and access to the drop off area for the Interchange.

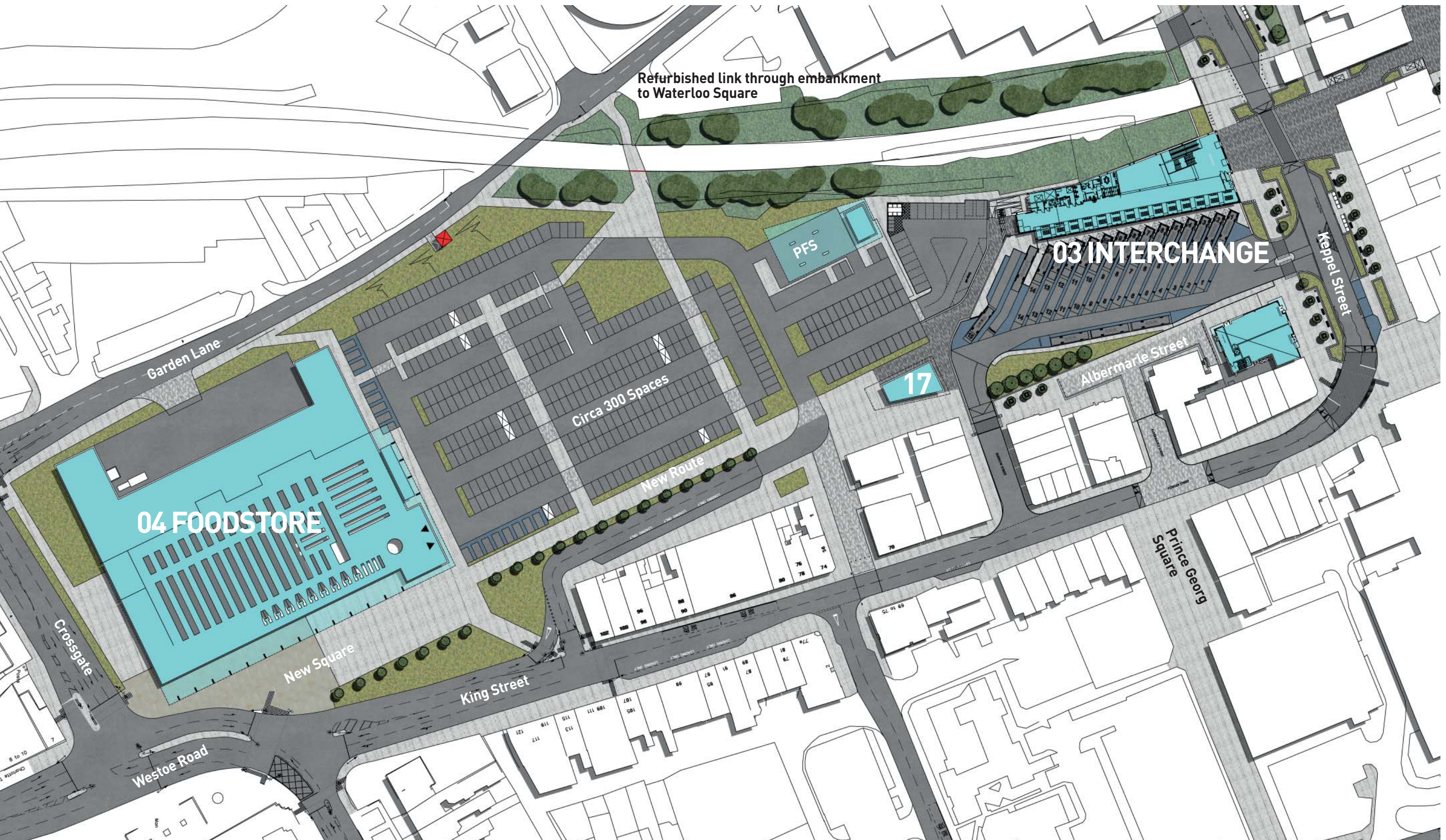
Albermarle Street is closed for through traffic; however the space is retained for service access to the Fowler Street properties. Service access to the southern terrace on Fowler Street is maintained to the rear with a new layby area.

Access from within the site west towards Garden Lane and the route to Waterloo Square is desirable, however the levels at this point drop very sharply and constrain any access route. The proposal includes the regeneration of the existing underpass beneath the Metro embankment as a new alternative access. This allows pedestrians using the foodstore to better connected to the town centre.

The highway infrastructure around Crossgate and Westoe Road are improved to include localised widening and signalling alterations. The detail is included in the supporting Transport Statement. To Fowler Street, the access into the proposal site includes a dedicated access land to maintain movement north along Fowler Street is not restricted.



4.2 APPLICATION SITE 2 FOWLER STREET WEST



4.2 APPLICATION SITE 2 FOWLER STREET WEST



4.2 APPLICATION SITE 2 FOWLER STREET WEST



Interchange

The Interchange forms part of the overall Fowler Street West gateway site. The detail of the Interchange is submitted as a separate full application at the same time as this outline.

Appearance

The foodstore is designed to reflect the civic scale of the Town Hall and animate the important corner on Westoe Road. The building is to be two storeys, with a large entrance area on Fowler Street, leading to a double height elevation on the south east corner. Full height glazing across the east elevation provides activity and will continue across the north and south elevations.

The roof line of the building is important given the scale of the structure. It is important that this roofline defines the building and the spaces around it. The illustrative material indicates a colonnade structure and projecting canopy below a raised parapet detail. This structure adds articulation and layering to the façade and the roofline. The vertical column structure echoes the façade treatment of the Town Halls entrance portico.

The west elevation to Garden lane provides goods access. This element allows a tiered section to reduce the scale onto Garden Lane where existing properties are much lower.

The café pod in the centre of the site is designed to indicate the entrance to the Interchange. The structure will provide glazed elevations throughout to animate the important entrance location. The building is to be single storey to maintain views of the Interchange across the route from the south. The pod is set within a public realm square and external seating and spill out to animate the street will be encouraged.

Materials

The foodstore building shall include large areas glazing to the east, north and south elevations. The colonnade structure is defined in concrete to create a robust, civic scale material providing layering to the elevation. Red facing brick is to be used strategically across the main façade areas to provide a visual connection to the context on Beach Road and Fowler Street. The Crossgate and Garden Lane elevations are a different context and the materials can be larger format cladding materials. The PFS will echo the materiality of the foodstore.

The café pod is to be fully glazed around the elevations facing the Interchange and the new route through the site. The pod will make reference to the Interchange building and include accents of the feature Gold Copper used on the transport building.

Public Realm

Clear pedestrian links through the site will be included in a silver mistral concrete paving material to match the rest of the town centre regeneration design. A feature square is to be included on the corner of Westoe Road, opposite the Town hall. This is defined in a Yorkstone paving material. Yorkstone is therefore only used to indicate the Town Hall and the Market Place in South Shields. The material represents two important civic gateways into the town centre, with a different materiality within.

The new link to the Interchange terminates at a square which wraps around the pod and leads towards the entrance to the Interchange. This is to be defined in a feature space material to match the town centre spec. The extended square strengthens the feeling of the arrival of people to the Interchange.

Soft landscape areas are included around the site to soften the edges of the scheme and define pedestrian movement. The landscaped edge onto Fowler Street moves pedestrian movement away from the vehicle access point and creates a more desirable space. Low level planting and grassed areas with integral tree planting will maintain low level visibility through to Fowler Street.

The level difference across Fowler Street is accommodated by a landscaped embankment. This will include dense low level shrubs to provide thick ground cover and low maintenance

4.3 ACCESSIBLE DESIGN STRATEGY

The primary objective of the town centre regeneration is to improve connectivity through the town. This is to be achieved by providing an improved retail and leisure offer with enhanced public realm connections. A considered approach to the relationship between pedestrians and vehicles has been consistent throughout the design process and each space evaluated in order to remove vehicles from pedestrian areas, create defined pedestrian spaces and routes and restrict and manage vehicles around the town centre. This principle has been established in this document and further detail adopted for the Word, Market Place and Interchange proposals.

There has been a strong commitment to accessible design throughout, and regular design reviews with David Burdus from Burdus Ltd Accessibility Consultants have informed the proposal. Consultation has included reviews with Guide Dogs for the Blind and Bliss=ability during the overall design process.

Access to public transport

Currently the Metro and bus service are separated, with buses spread across the entire length of Keppel Street, Chapter Row and Church Way. This makes navigation of the town for visitors and people with disability very difficult. The proposal to provide a cohesive transport interchange creates a more legible, accessible town centre. The Interchange is located to ensure visible connections to the surrounding town centre areas are strong, and a new desire line to St Hildas improves the legibility. The bus route plan has been amended through the detailed design of the Interchange. This will maintain access to the periphery of the town centre to maintain access to key areas.

Movement across the town

The principle movement strategy has been described in this document. The principle objective is to strengthen pedestrian movement and reduce the impact of the vehicle in the town centre. By creating a more permeable town centre for pedestrians, South Shields can adopt a more cohesive inclusive design strategy.

Inclusive Access Strategy

Detailed inclusive access principles have been established in the design of the Word, Market Place and Interchange proposals. The masterplan will cohesively bring these elements together to create a holistic solution.

The central pedestrian areas are to remove full kerbs throughout to improve accessibility for users with disabilities, wheelchair users and pushchairs. In place of traditional kerbs to demarcate vehicle areas within shared surface environments, a flush contrasting colour kerb with a 25mm check is used. Alongside the kerb is to be a continuous corduroy tactile awareness strip. This feature allows visually impaired users to navigate the space.

Traditional full kerbs are used to demarcate permanent vehicle areas, and crossing points will be defined using tactile and colour demarcation.

As part of the detailed design of the individual sites, other components have been introduced to assist navigation. This includes tactile directional paving. This is used on the Market Place to assist visually impaired users navigate the large open space and access the Word building, and the Interchange has adopted directional paving both inside and outside the building to improve connectivity. This strategy will be adopted throughout the town centre.

National Cycle Network

South Shields is part of the National Cycle Network which follows the shoreline from the north of Harton Quays around to Haven Point on the east. Visitors to the town are encouraged, and a series of clearly marked cycle zones, routes and parking will be provided.



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

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



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

Blister tactile paving is used to demarcate crossing points.



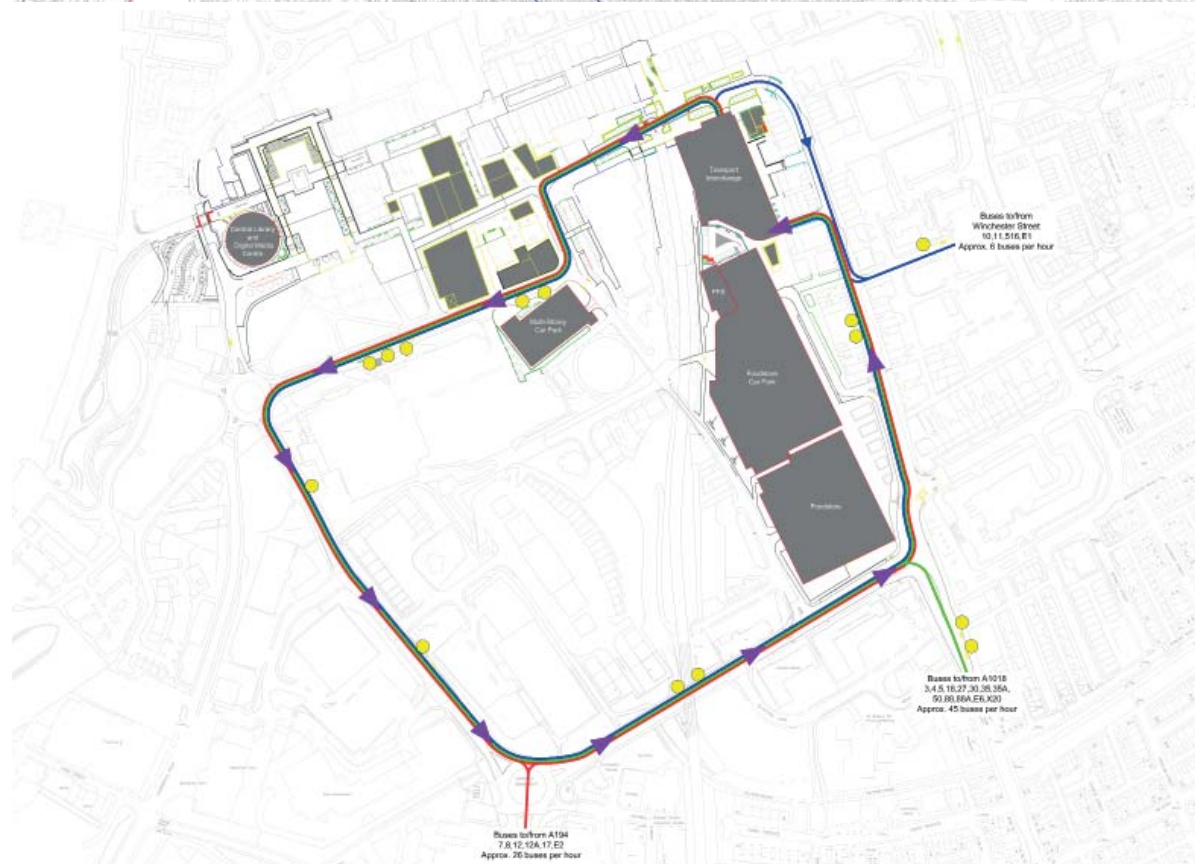
4.4 SUSTAINABLE DESIGN STRATEGY



- KEY**
- Existing Routes
- National Cycle Network On-Road Route
 - National Cycle Network Off-Road Route
 - Signposted On-Road Cycle Route
 - Traffic-free Path
 - Path or footway where cyclists should dismount
- Proposed Routes
- Proposed Signed On-Road Route
 - Proposed Signed On-Road Route (one-way)
 - Proposed Signed Off-Road Route
- Cycle Parking
- Existing Cycle Parking
 - New Cycle Parking

Cycle Network

The town centre will be improved to provide links to the surrounding National Cycle Network and promote sustainable travel.



Bus Network

The bus movement around the town centre is improved to create a more viable town centre.

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

Sustainable Location

The masterplan proposal is to create a more viable and economically sustainable town centre through improvements to the building fabric and public realm. Fundamental to building the masterplan is the generation of the Interchange. The new transport hub will create a cohesive public transport facility which will encourage visitors to South Shields by either bus or Metro, potentially reducing the overall trip related carbon footprint of the town.

Energy Reduction and Carbon Emissions

The improvement of transport facilities, greater connection between areas of the town centre, and improved links to the cycle network provides a strategy for site wide principles to reduce the carbon footprint of the town. The supporting Sustainability Statement submitted as part of this proposal identifies the planning and local policy guidance which will be considered in each detailed phase.

The masterplan proposes a mix of uses within the town centre environment. Each plot for development will be considered to ensure energy demand is reduced where possible through the use of passive design systems which will encourage natural lighting and ventilation. This type of development will require mechanical heating and cooling systems, however the detailed design will ensure the most efficient systems are considered and encourage the use of heat pump systems. Other renewable technologies to reduce energy demand such as Solar PV's will be considered in detail for each building, determined by its position and use.

Sustainable Construction

The design will consider the selection of facing materials based on their sustainability credentials. These include considerations effected by their:

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

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

Flood Risk and Sustainable Drainage

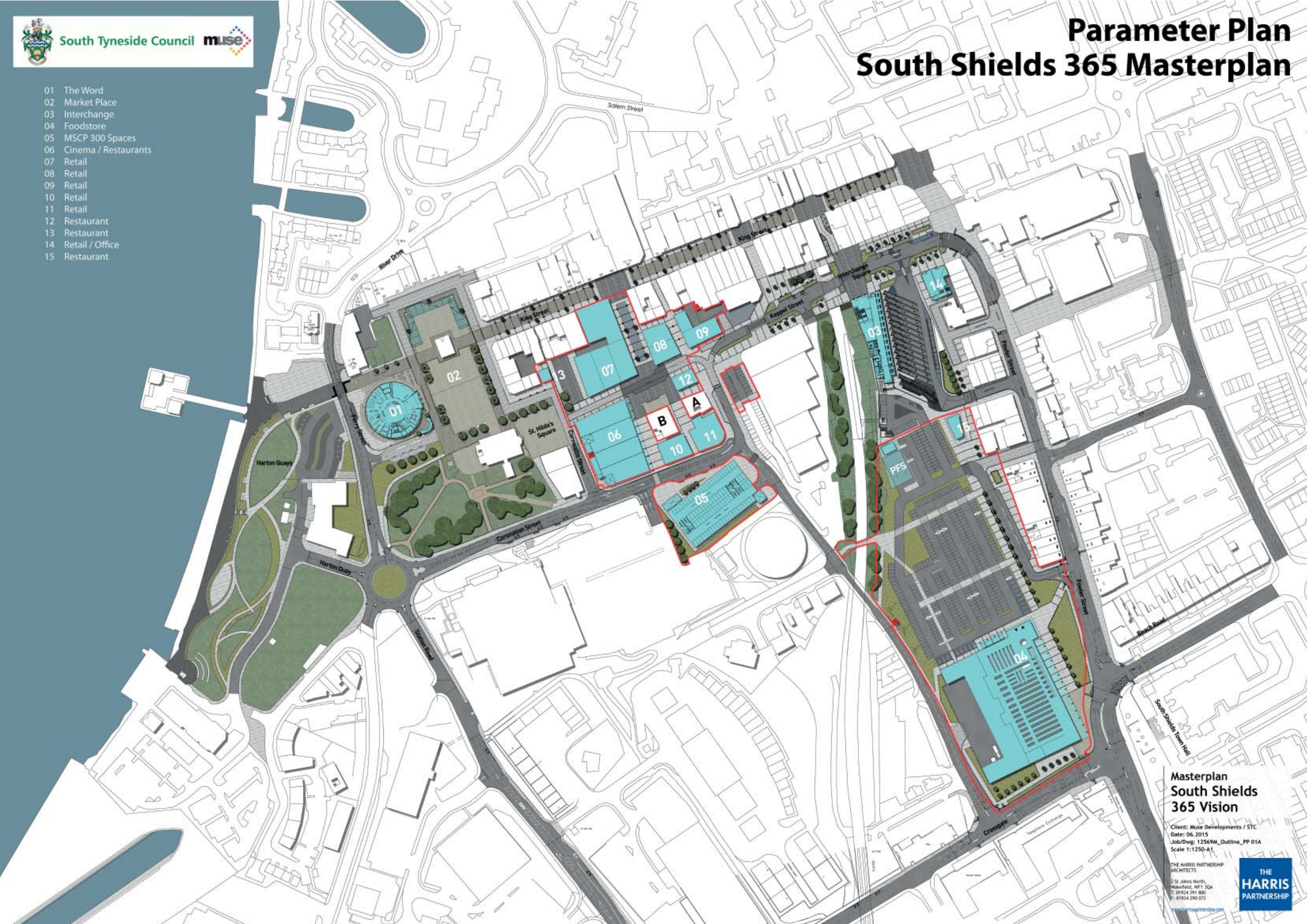
The site is in a low risk area for flooding. To mitigate any future risk of flood, surface water run-off will be managed.

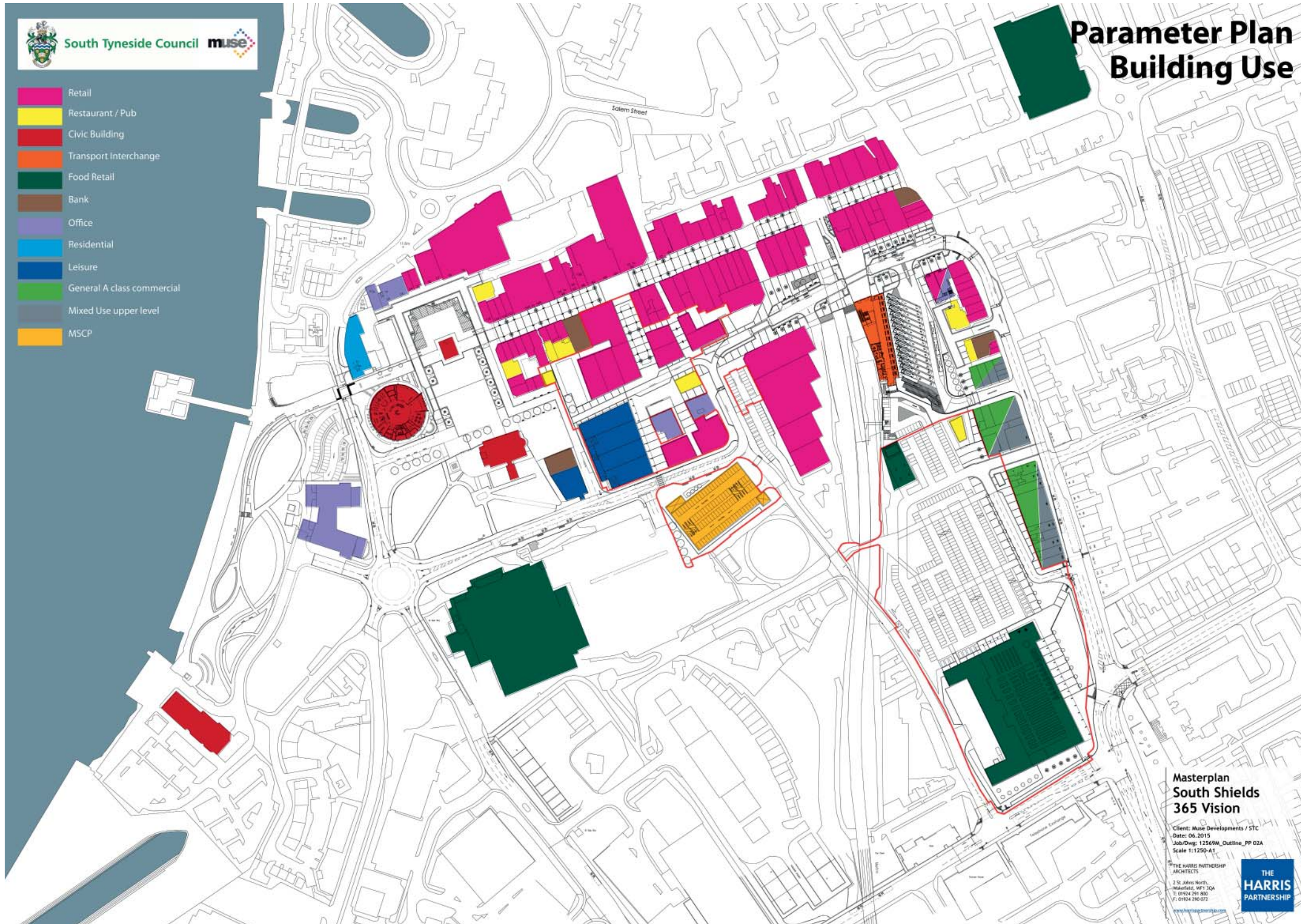




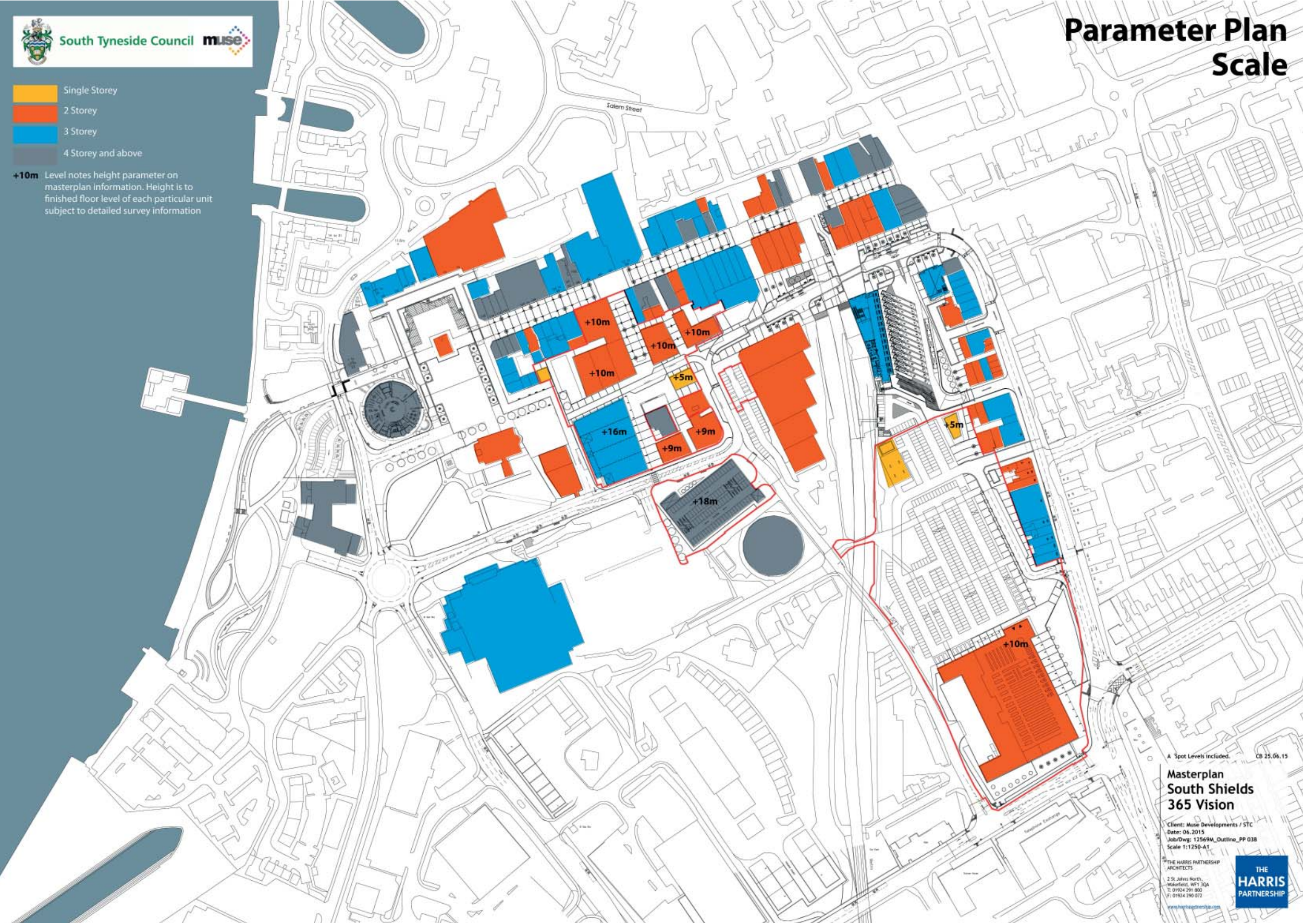
5.0 PARAMETER PLANS

5.0 PARAMETER PLAN 1 MASTERPLAN ACCOMMODATION

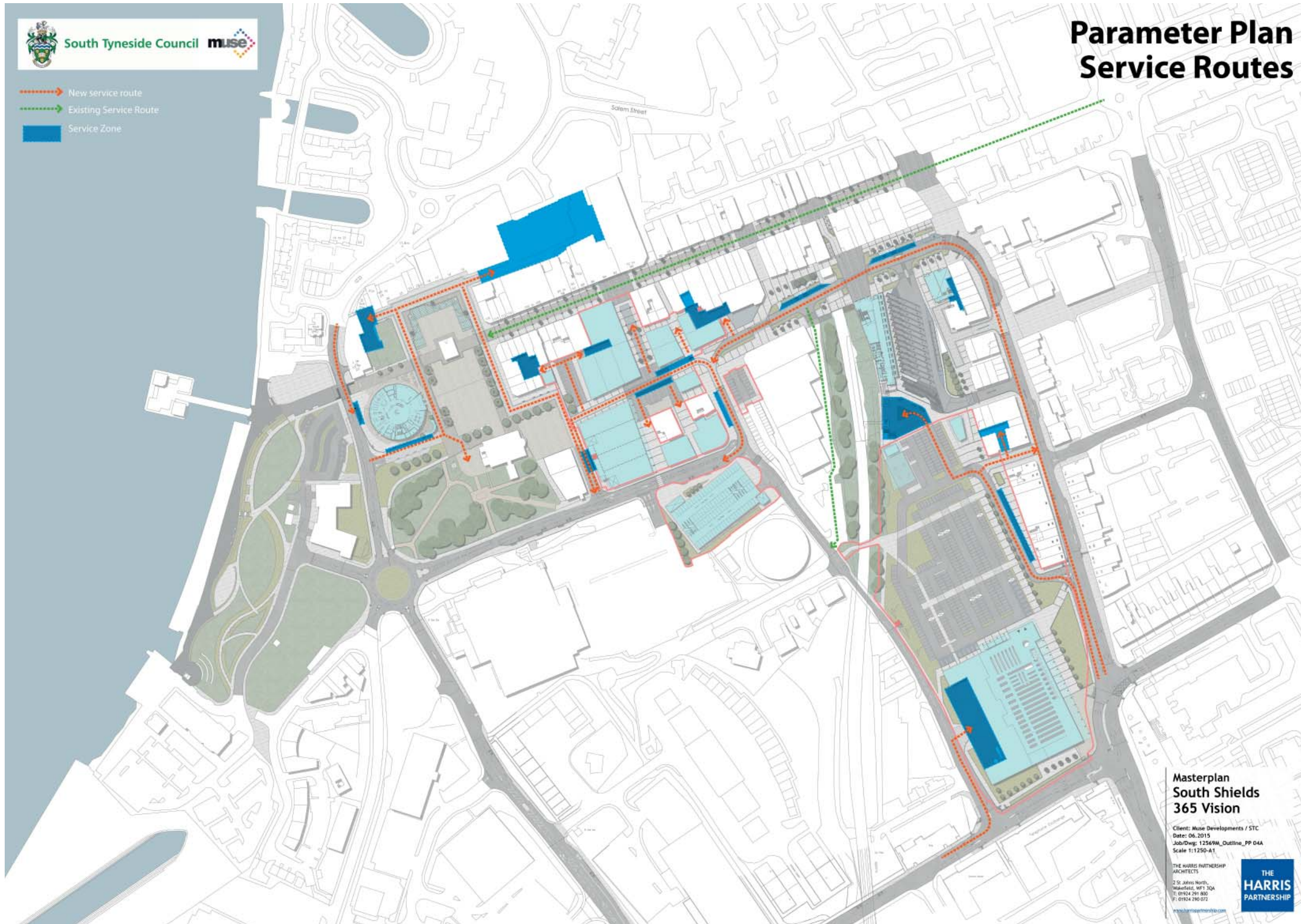




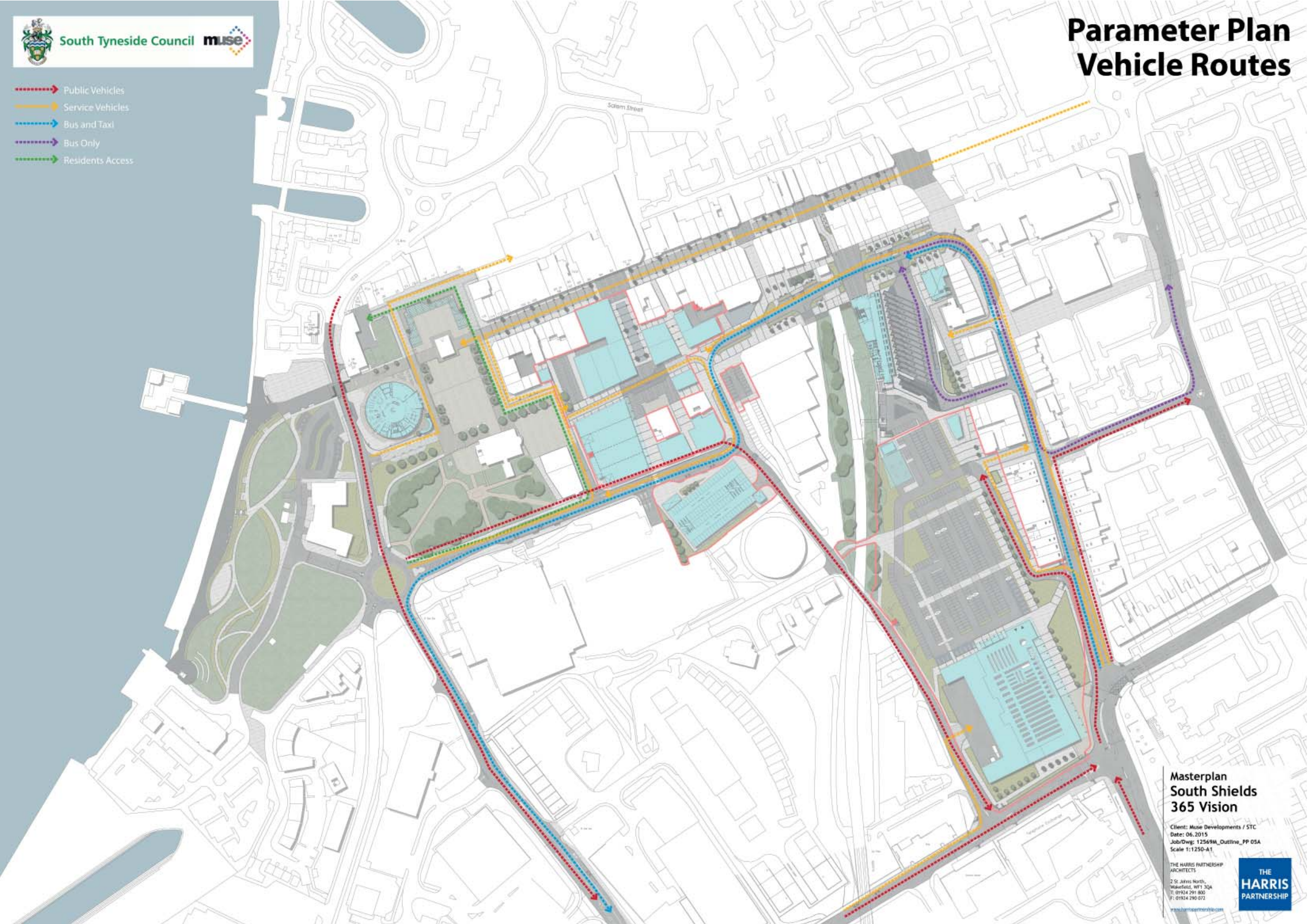
5.0 PARAMETER PLAN 3 SCALE



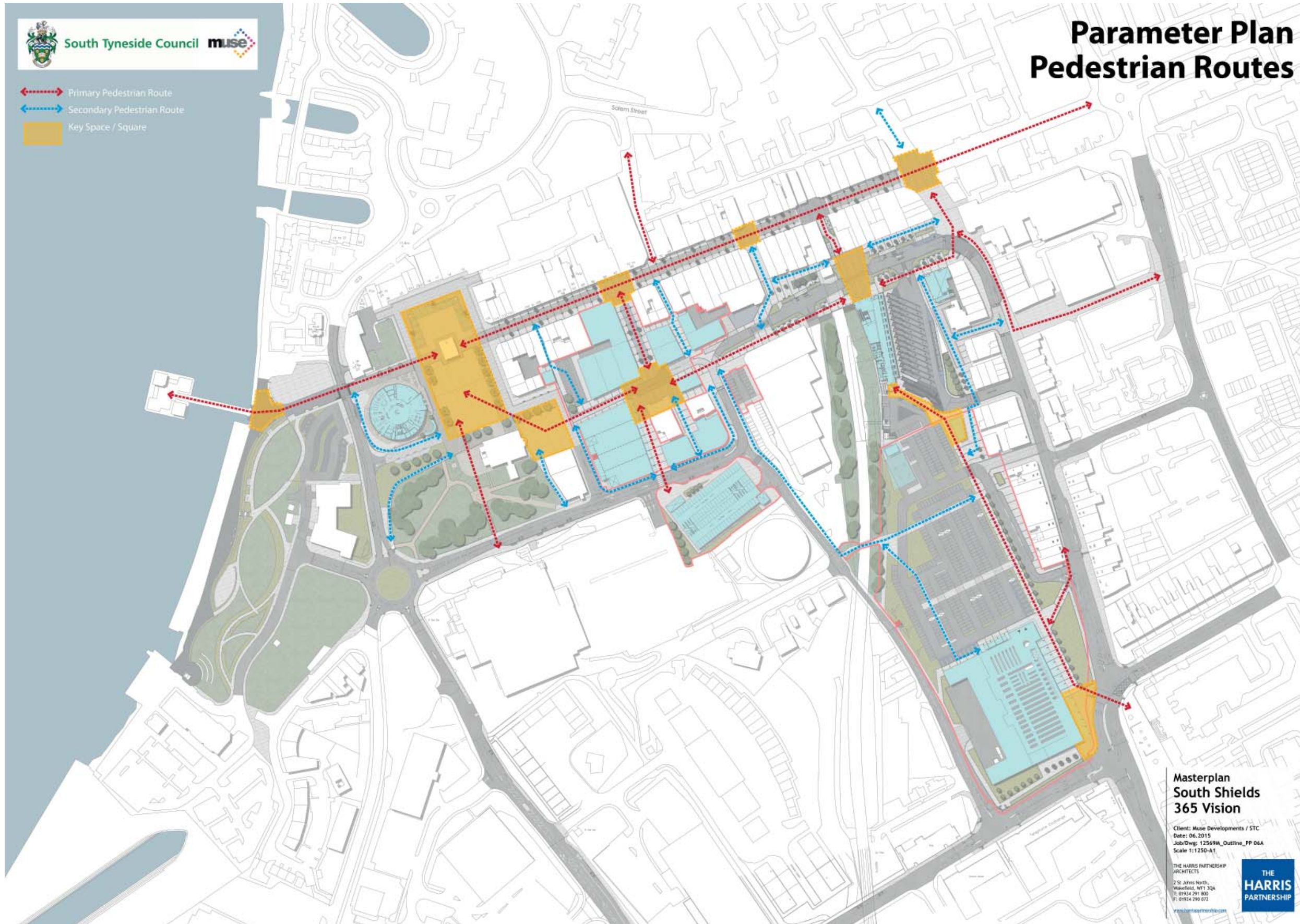
5.0 PARAMETER PLAN 4 SERVICE ROUTES



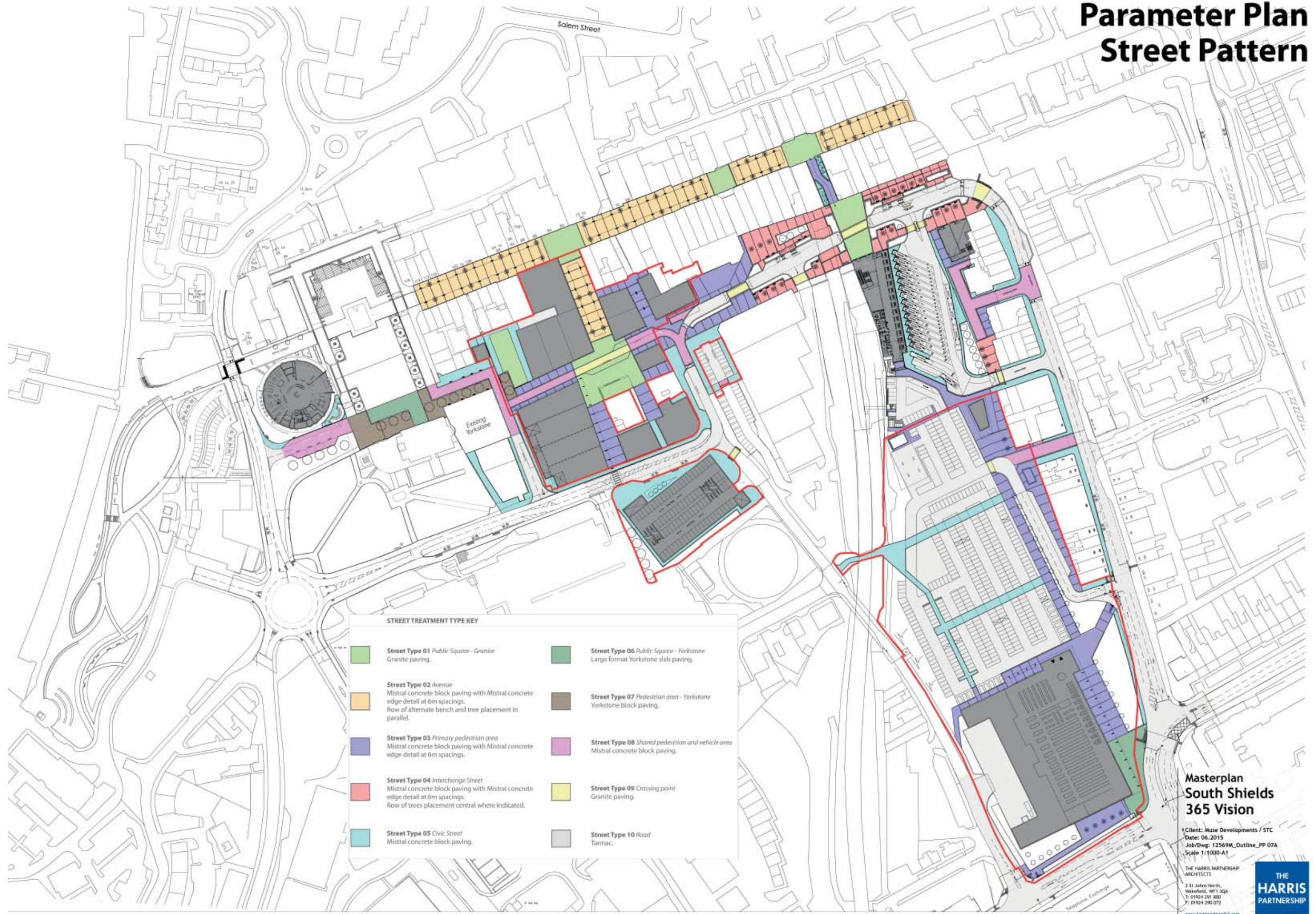
5.0 PARAMETER PLAN 5 VEHICLE MOVEMENT



5.0 PARAMETER PLAN 6 PEDESTRIAN MOVEMENT



5.0 PARAMETER PLAN 6 STREET TYPE LAYOUT



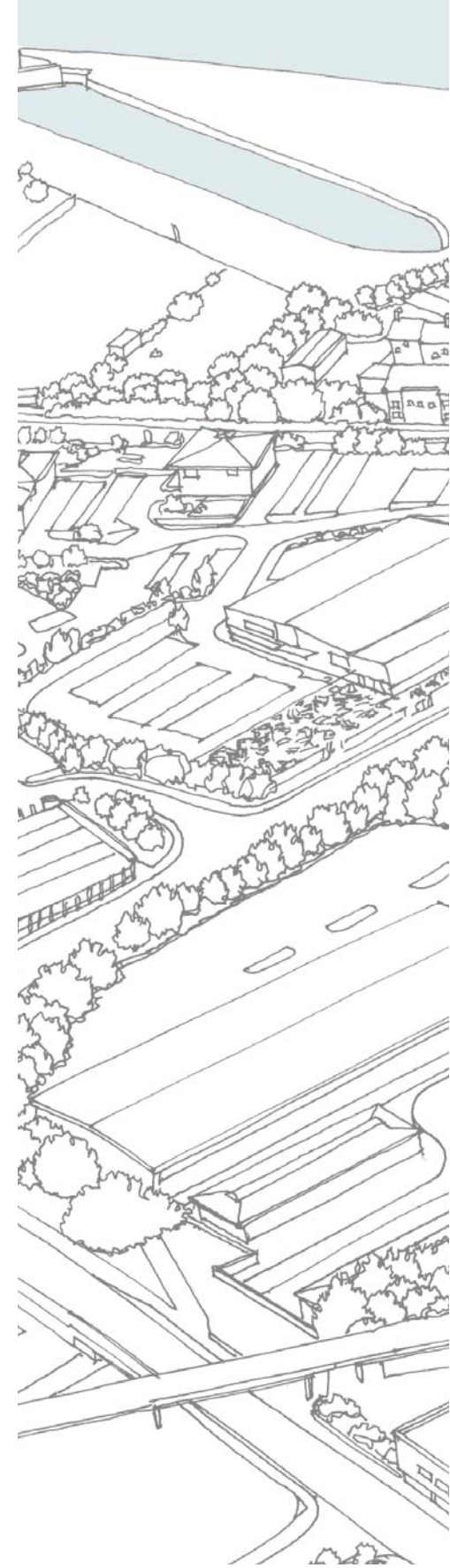


The level of regeneration in South Shields has created successful leisure, cultural and residential areas. These areas are visible from the shoreline route around South Shields from Harton Quays north towards Little Haven and across to the leisure development at Haven Point. The regeneration works across Ocean Road currently on site is linking Haven Point west back towards the town centre where the 365 Regeneration scheme will complete the link. The regeneration of the town is important for the economic growth of South Shields, but also as a gateway for visitors coming to the town to visit the new and existing assets.

The Word building and the Market Place will initiate the first stage of the masterplan. The second phase Interchange will provide the new gateway facility into the town centre and enable the central Barrington Street area to come forward. This phased process is only possible if the masterplan is designed to encompass the individual developments into a holistic town centre scheme.

Although this document refers to the outline application of just part of the masterplan, the document has described the design solution as a whole. As each detailed element is brought forward the masterplan has evolved to accommodate more detailed principles. This step by step approach has resulted in the illustrative masterplan submitted as part of this application to be a considered design proposal.

The masterplan introduces principle design strategies to the Barrington Street and Fowler Street areas to combine the detailed Word, Market Place and Interchange proposals and create a holistic town centre built on connectivity and movement. The three character areas identified at the beginning of this document will work together to complete the link in the South Shields regeneration Strategy.



Prepared by The harris Partnership on behalf of:



South Tyneside Council