

17-152 Nexus Training & Maintenance Facility, South Shields

Design and Access Statement



Issue: 5

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1.0 Introduction

Nexus are proposing to develop land to the north west of the existing South Shields Metro Station to provide a new building that will accommodate a training centre and a maintenance facility. The training centre will include classrooms, lecture room, meeting rooms, Driver Simulator Training, offices, staff room, canteen and lockers/changing/showers/WCs. The maintenance building will include covered tracks/inspection pits, platform/lobby/barriers (for training purposes), offices, meeting rooms, storage, staff room/canteen and lockers/changing/showers/wcs. To the west of the maintenance building there will be external training tracks.

Outline Planning Approval was granted 01/11/2016 (Application Reference ST/0639/16/OUT).

This application for Reserved matters approval is submitted in response to **condition 2** of the above outline planning consent to seek detailed approval of the development in terms of:

- (a) layout
- (b) scale
- (c) appearance

The principal change in the detail design of the Rail Training Facility is the amalgamation of the proposals into a single three-storey facility, instead of two buildings of two-storey's each. This has additionally allowed the existing Salem Street car park to be retained without impact of the development as well as the south west set of rail tracks now being maintained and providing additional capacity for train sidings (the original separate building proposals would have required these tracks to be removed). The single building proposal provides the same level of accommodation as the original separate buildings with no increase in floor area.

It is intended that details for **Proposed Landscaping** and **Site Boundary treatment** will be submitted separately to this reserved matters application as the scope of these works are finalised for conditional approval.

As part of the outline planning application, reports were submitted for information with regard to site investigation / ground conditions, noise impact, ecological issues, arboricultural assessment, archaeology, flood risk, unexploded ordnance and detailed site surveys / topographical surveys. These reports have therefore not been resubmitted with the reserved matters application as any further work or information required has been detailed within the planning conditions associated with the outline planning consent (Application Reference ST/0639/16/OUT)

2.0 Consultations

Following approval of the outline planning application we understand the client Nexus (Stuart Griffin is principal contact) has liaised with Peter Cunningham - Operations Manager (Planning) with regard to the 3 storey proposals. Additionally a pre application meeting has been held 7th December 2017 with Helen Lynch (S. Planning Officer). In principle, we understand that the proposals are considered acceptable in principle, subject to the formal reserved matters application process. The training building is within the town centre area and as an education facility is in accordance with the Council's strategic policy.

3.0 Location, Constraints and Context

The site is irregular shaped and is located in part within South Shields town centre immediately north of the Metro Station. The site area is 10,400sq.m. The larger northern part of the site, where it is proposed to locate the maintenance / rail training centre building, is taken up by underused rail sidings owned by Nexus; this area of the site is lower than the surroundings varying from approximately 1m to 4m. Access is from Mile End Road.

The south west portion of the site is an existing surface car park owned by South Tyneside Council. This section of the site is accessible from Salem Street. The proposed staff parking within Nexus's own compound is to be located here.

There is an existing signal building at the southern end of the site; the proposed layout ensures access is maintained to this building.

To the north east and south west of the site there is residential development with the town centre immediately south east. There is little in the way of architectural merit in close proximity to the site. There are ambitious plans, however, for the redevelopment of the area including a new cultural centre, library and media centre, improved public realm and a new transport interchange.

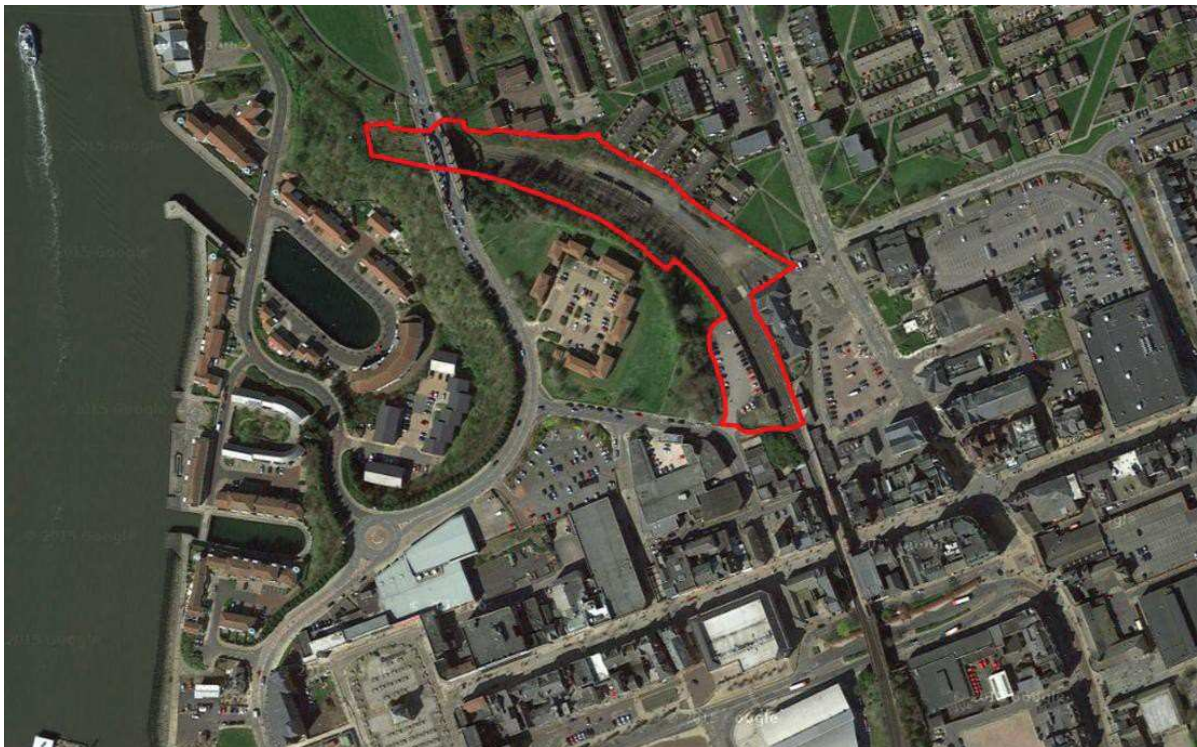


Figure 1.

Existing Site location plan. Not to scale.

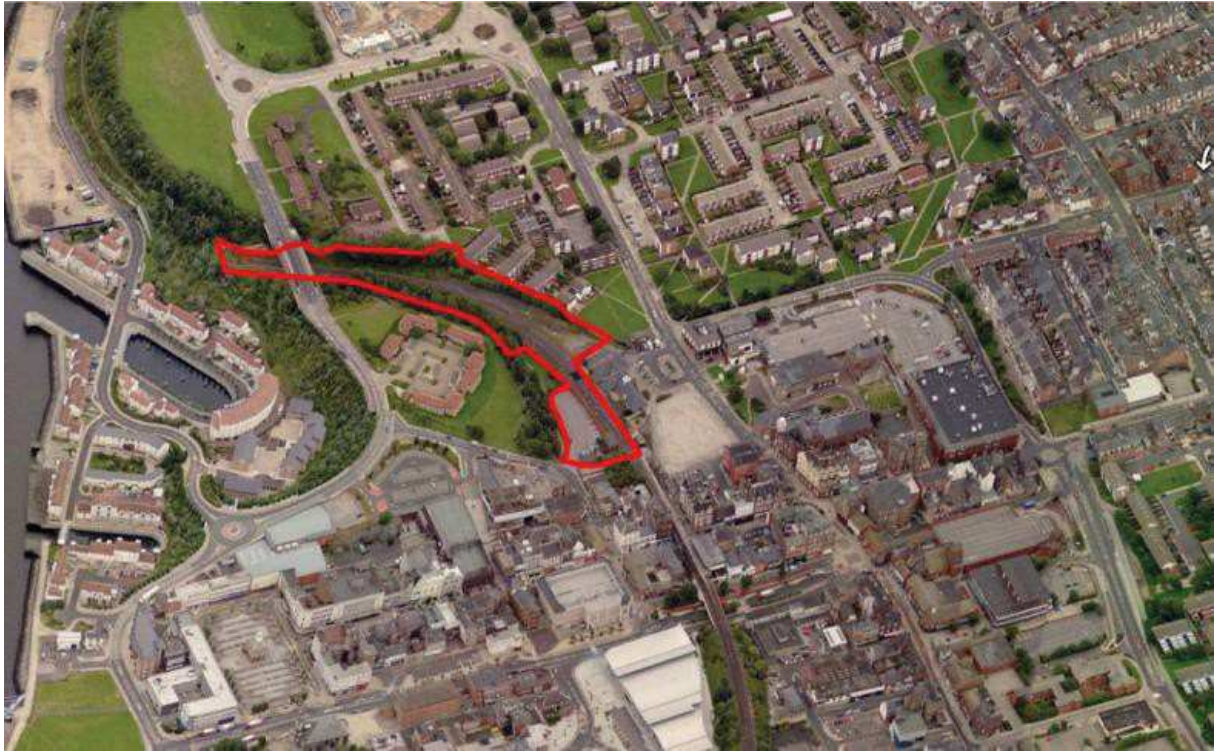


Figure 2.

Aerial photograph

The site is located within a rail cutting with embankments to the north and south of the site. To the south of the site boundary are a large number of established tall trees which provide dense screening between the site and the residential development adjacent. To the north a number of smaller trees bound the site. It was noted on the recent site visit that the tall trees to the south of the site, cast a large shadow with the low winter sun over a large proportion of the site onto the existing residential properties to the north of the site

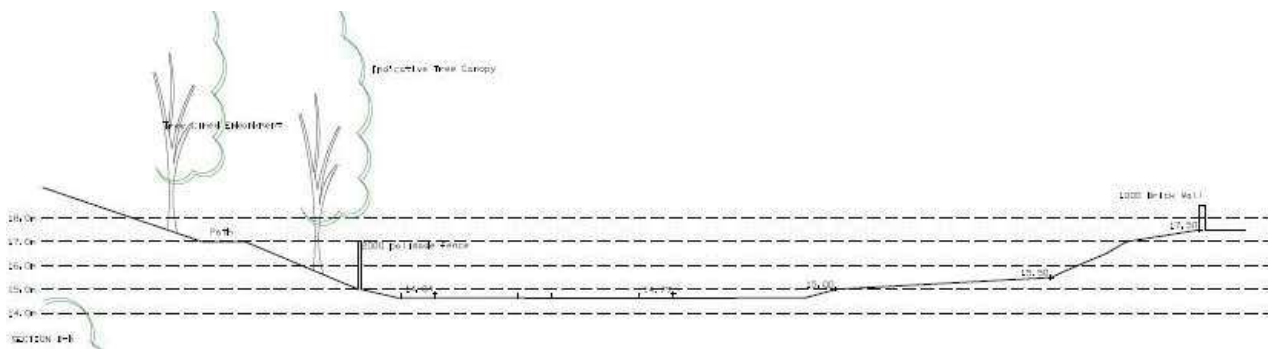


Figure 3.

Typical Site Section (Refer to appendix 5.08)



Figure 4.

View of the site indicating the trees to the north and southern boundary



Figure 5.

Trees to southern boundary casting long shadows across the site onto the residential gables to the north with the winter sun.

4.0 The Proposals

The proposal is to construct a new rail training centre and maintenance building. The training centre will be a 'clean' environment, situated on the second floor of the facility and accommodating offices, meeting rooms, classrooms, IT suite, mock control room and canteen. The design has been developed to produce a building that is flexible, welcoming, user-friendly and accessible to all. Hours of operation of the training centre will be 07:30-18:00.

The maintenance building and ancillary accommodation includes the maintenance shed, a clear span space containing two sets of train tracks, which will allow for light maintenance and cleaning of train carriages. The ancillary accommodation (offices, meeting rooms, staff room/canteen, lockers/changing/showers/WCs, stores and plant) adjoins and can be accessed from the train shed. The building also allows for practical training with the inclusion of a rail-side platform, mock station lobby, ticket barriers, space for a future escalator provision and external training tracks located immediately west of the building. 24 hour operation is proposed to this facility.

The Gross Floor Area of the building is as follows:

Ground Floor:	1,639m ²
First Floor:	530m ²
Second Floor:	1,117m ²
Total Floor Area:	3,286m²

The existing rail tracks to the south will be removed and re-laid to accommodate the design and construction of the new building. Car parking is provided adjacent to the entrance of the building and within the Nexus compound off the Salem Street Car Park entrance.

4.01 Layout

The layout of the site has not fundamentally changed from the outline planning application. The following summarises the principal design developments:

- The separate maintenance building and training buildings have been combined into a single facility, located on the site of the originally proposed maintenance building
- The combined maintenance and training centre building has been repositioned and reoriented slightly to facilitate the internal vertical circulation requirements (stairs) to the new 3 storey building. This, along with the more rectilinear form of the ancillary accommodation has additionally allowed the service lane to be pulled closer to the building, making the gradient to the northern boundary landscaping embankment shallower. The change in building position and orientation is only minimal so to maintain the required track curvature / radii into the building off the operational railway.
- The existing southern set of tracks have now been retained as existing to facilitate additional capacity for train stabling within the site
- Parking is retained to the south of the training centre off the main entrance via Mile End Road. Additional parking has been incorporated within the land owned adjacent the existing signal box, off the Salem Street Car Park.



At ground level the main entrance to the building leads to a welcoming double height reception area. Stair and Lift access provides access to the first floor maintenance facility accommodation, training and locker area as well as the main training centre facilities at second floor. A full height glazed facade above the entrance provides breakout space and seating for the users at the building at each level as well as providing a clear delineation of the building entrance. Solar shading is proposed to this large glazed façade to provide shading and respect the original concept proposals developed for the separate building solution.



Figure 8.

Main Entrance to the Training Centre with 3 storey high glazing maximising natural light to the reception and break out spaces.

The maintenance building is required to accommodate a number small scale rooms as well as a larger double-height clear-span shed for the covered tracks for maintenance and cleaning. Roof lights are incorporated into the roof of the maintenance shed to provide a well-lit working environment. The smaller scale rooms are located in a block at the north eastern side of the building and arranged to be accessible from the shed.

Internally the ancillary accommodation, training and meeting rooms have been carefully laid out to maximise the benefits of the buildings orientation, with larger occupied meeting / teaching and office spaces provided to the southern side of the building - maximising daylighting opportunities, whereas toilets, locker and plant spaces has been located to the northern side of the building.

4.02 Amount and Scale

The surroundings contain a mix of building scales from single to four storeys. The form and scale of the proposed buildings have been driven by the restrictions of the site and the requirements of the brief, which dictate an approximately 80m long double-height clear-span space for the maintenance shed. The ancillary maintenance spaces are accommodated in the adjacent two storey accommodation and training centre wrapping over the maintenance area at second floor. The ground level difference and need to ensure the depot is at track level helps to reduce the impact of the proposed development on the nearby residential properties.

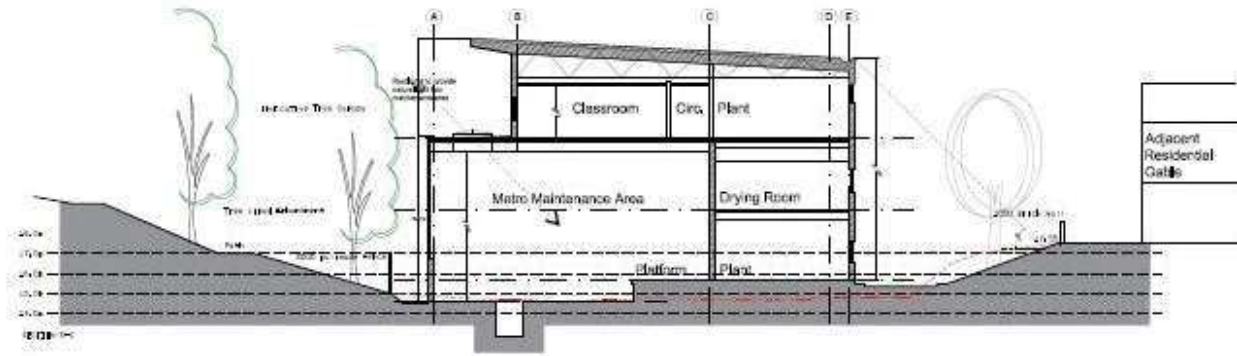


Figure 9.

Proposed Site Section

The design of the training centre has carefully considered the proximity of adjacent residential properties, whose gables face the site. A mono pitch design to the training centre roof kept the eaves height to a minimum whilst any windows provided to habitable rooms at second floor are all positioned at high level to prevent direct views from the training centre to the adjacent residential properties / gardens.



Figure 10.

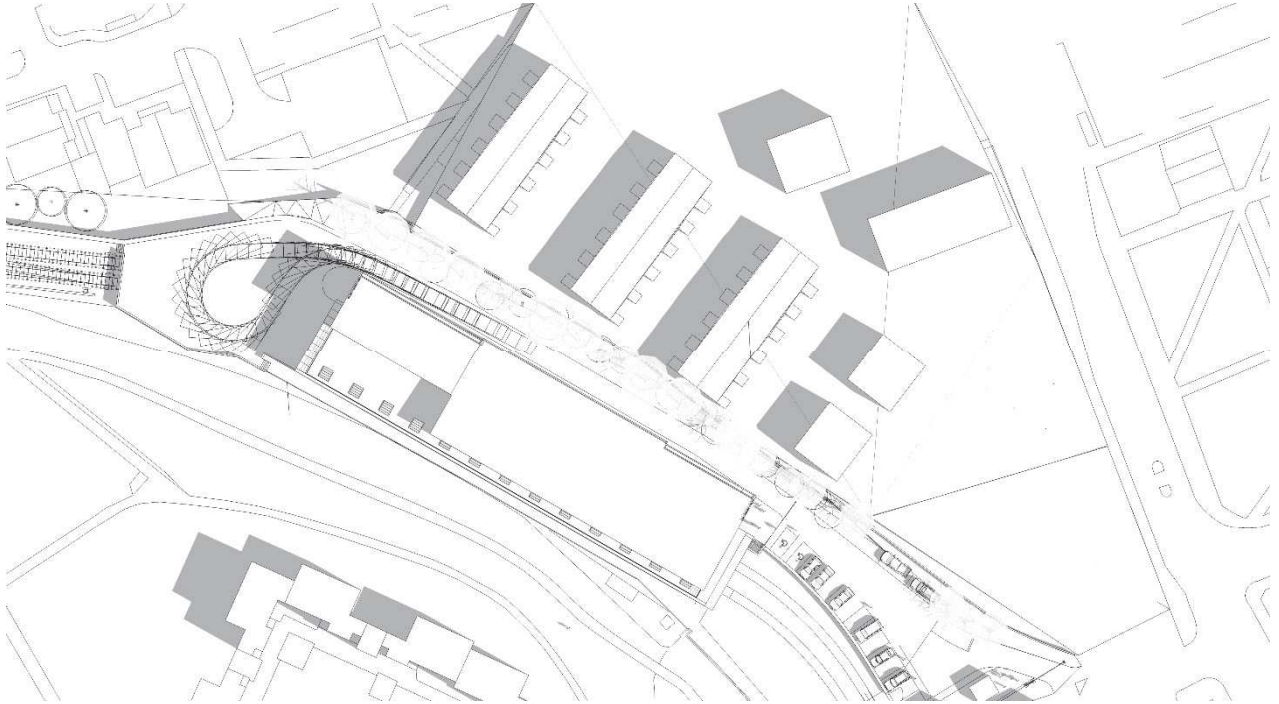
Proposed Mono pitch design and window positions

As described within section 3.0 within this report, the existing mature tall trees to the southern boundary cast long windows shadows across the site already onto the northern residential properties gable walls and are taller than the proposed building.

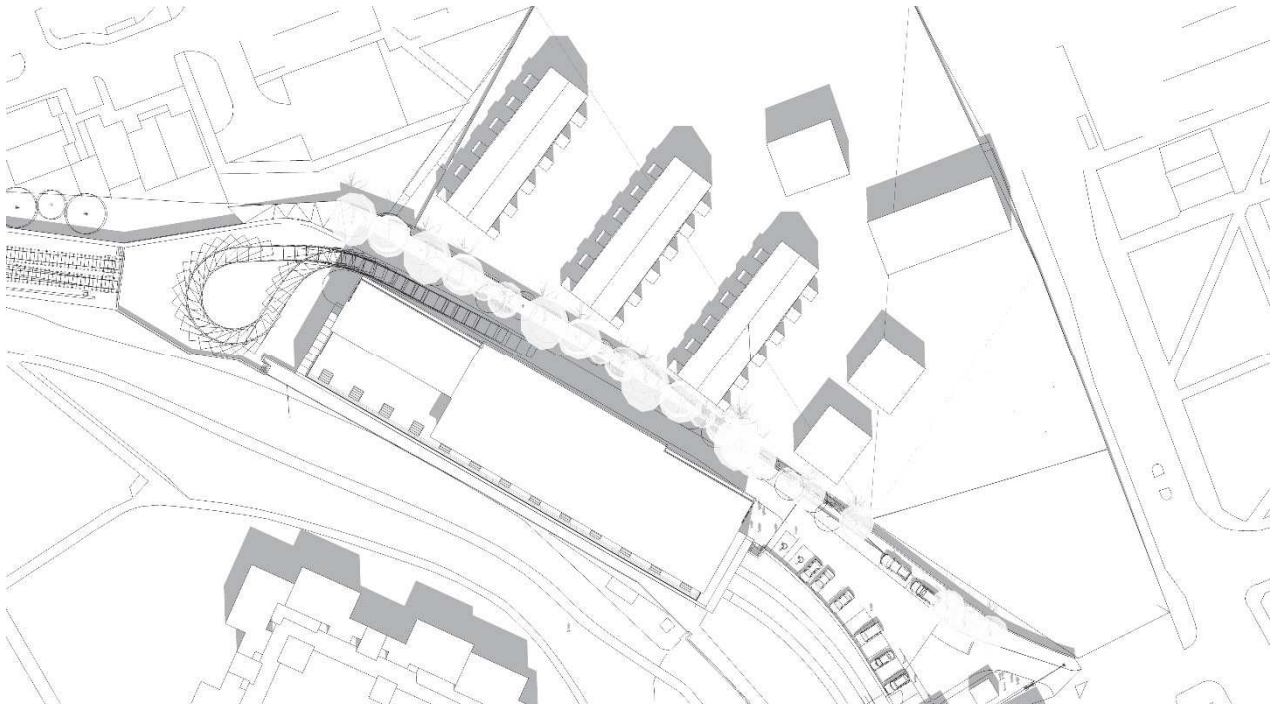
The following pages indicated the sun path analysis for the proposed development at key times of day for each of the seasons.

These demonstrate that other than the longer shadows created in autumn / winter time, the building does not overshadow the adjacent residential development when the sun is highest and shadows most intense. The following model excludes the southern boundary trees which have already been demonstrated as providing significant shading over the site and onto the northern residential properties.

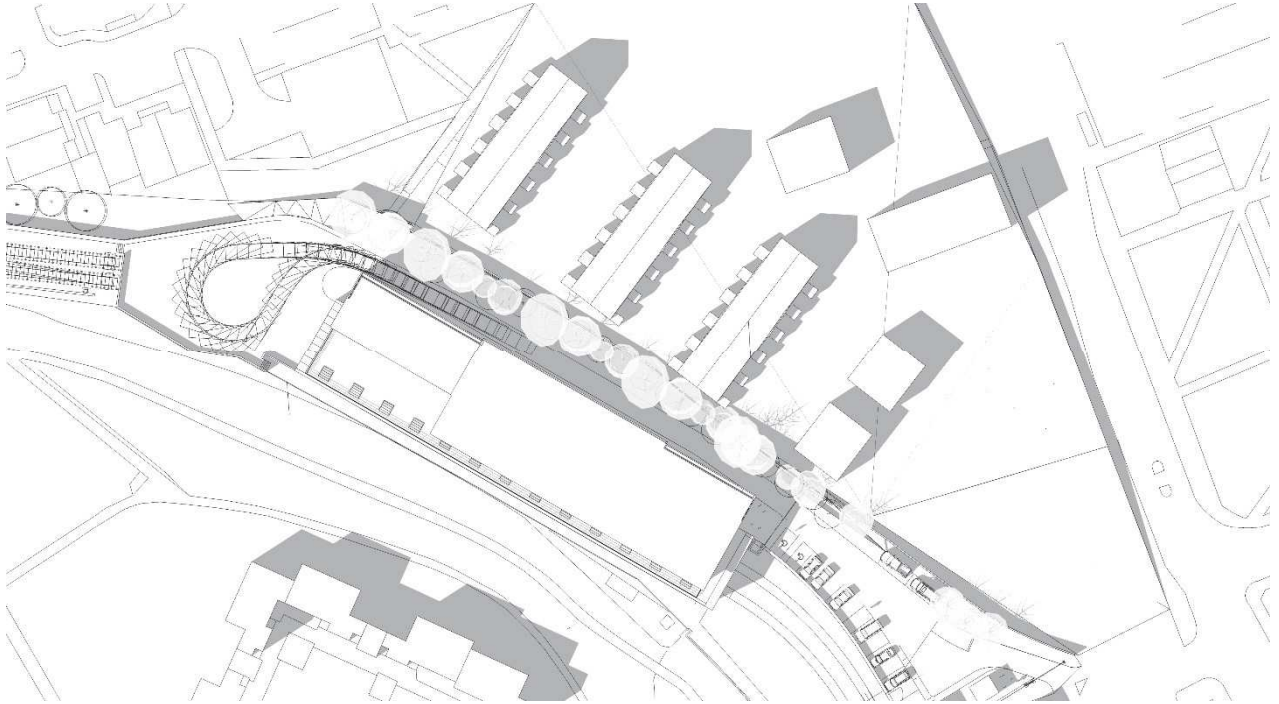
Sun Path Analysis – Spring:



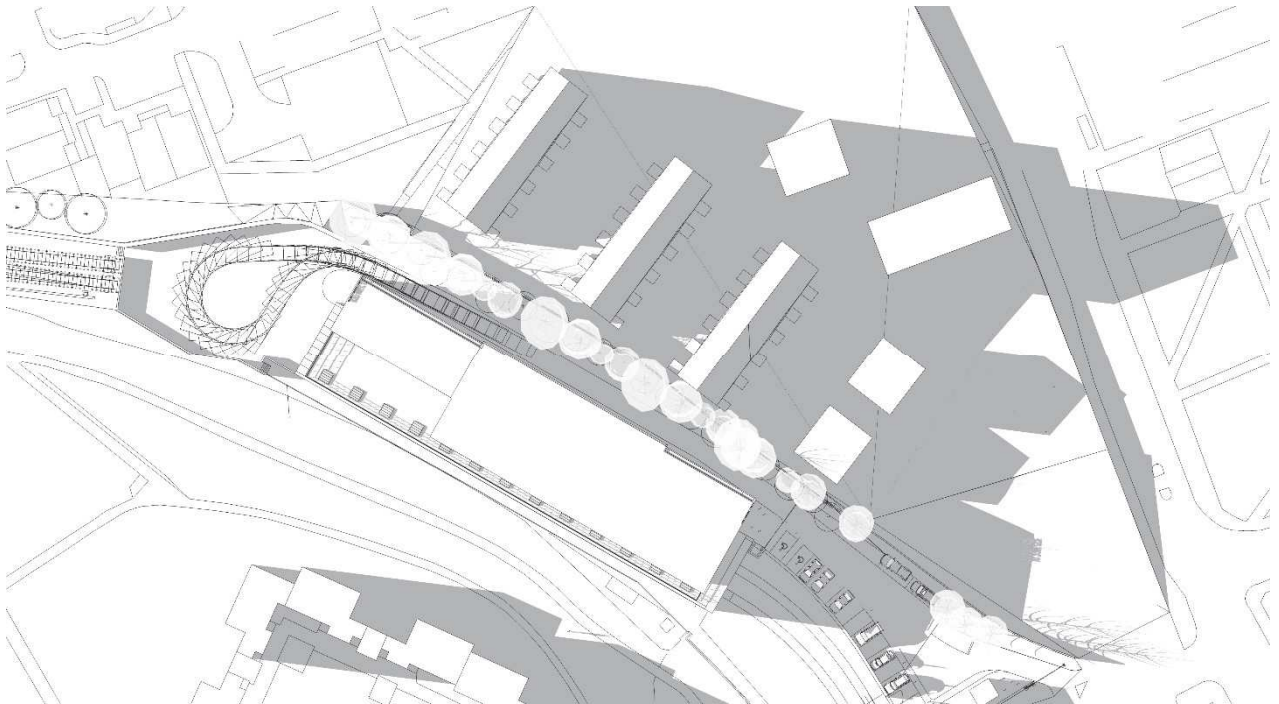
09:00



12:00

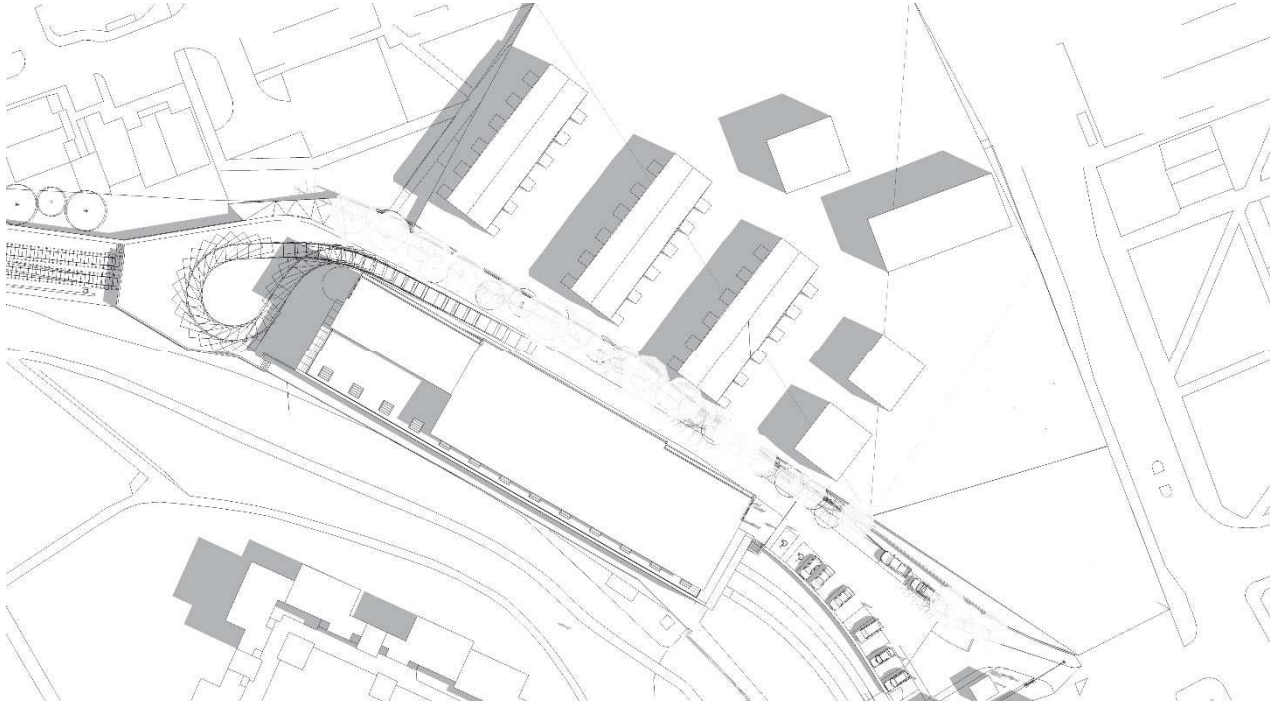


15:00

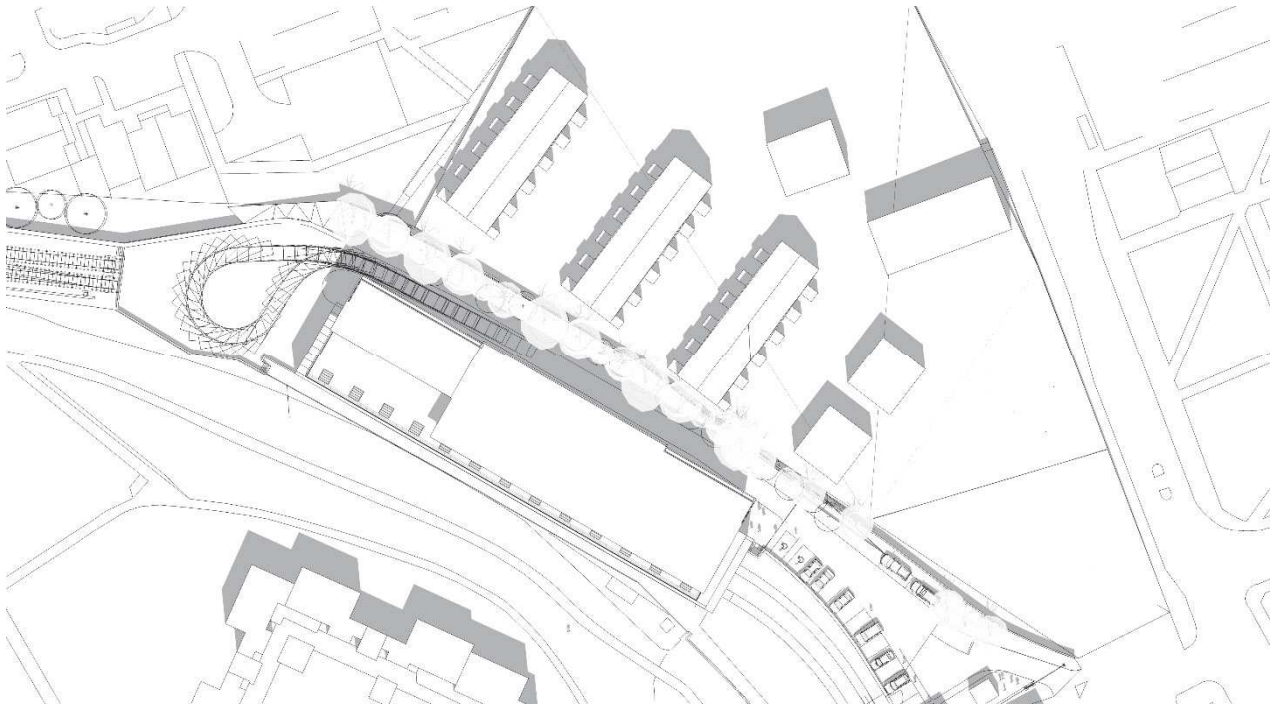


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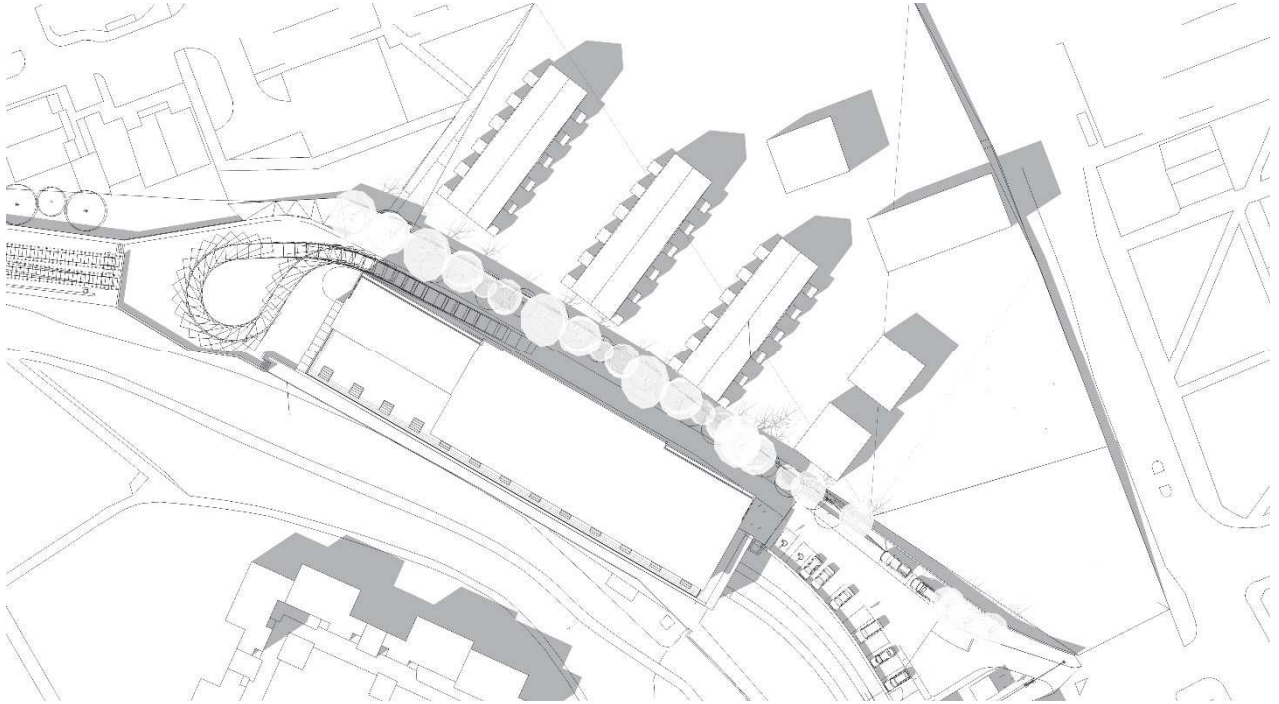
Sun Path Analysis – Summer:



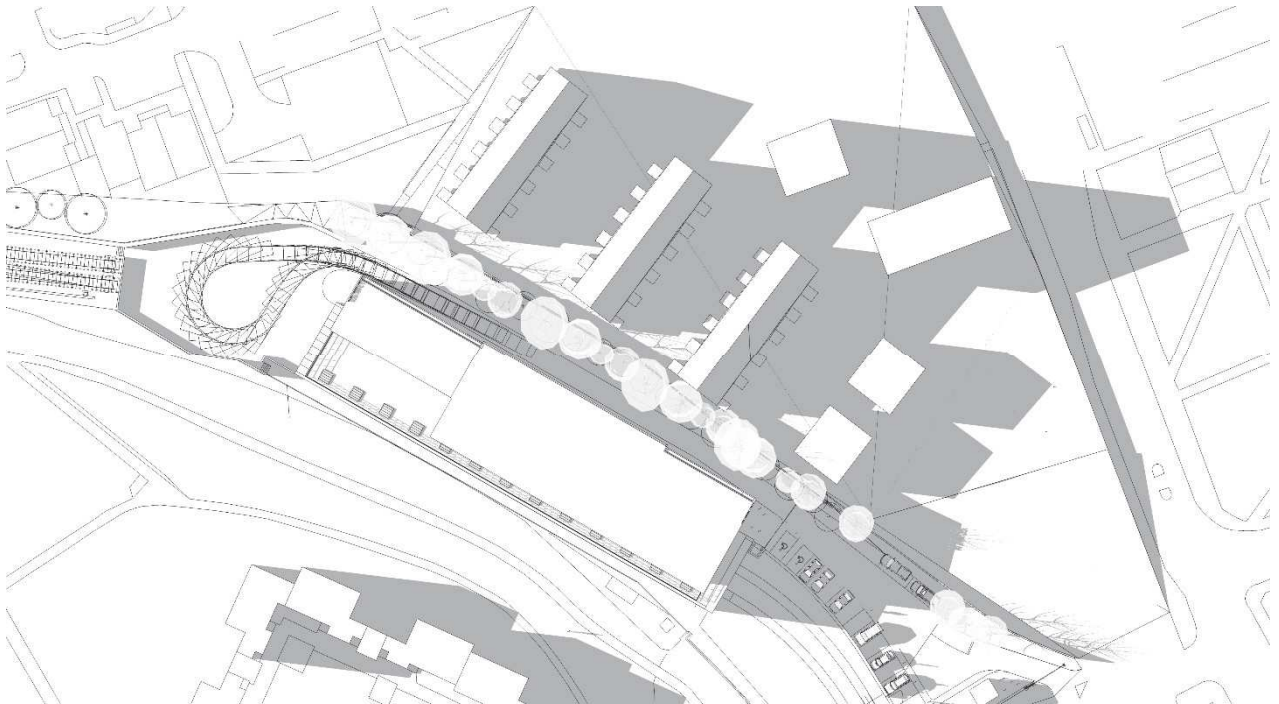
09:00



12:00

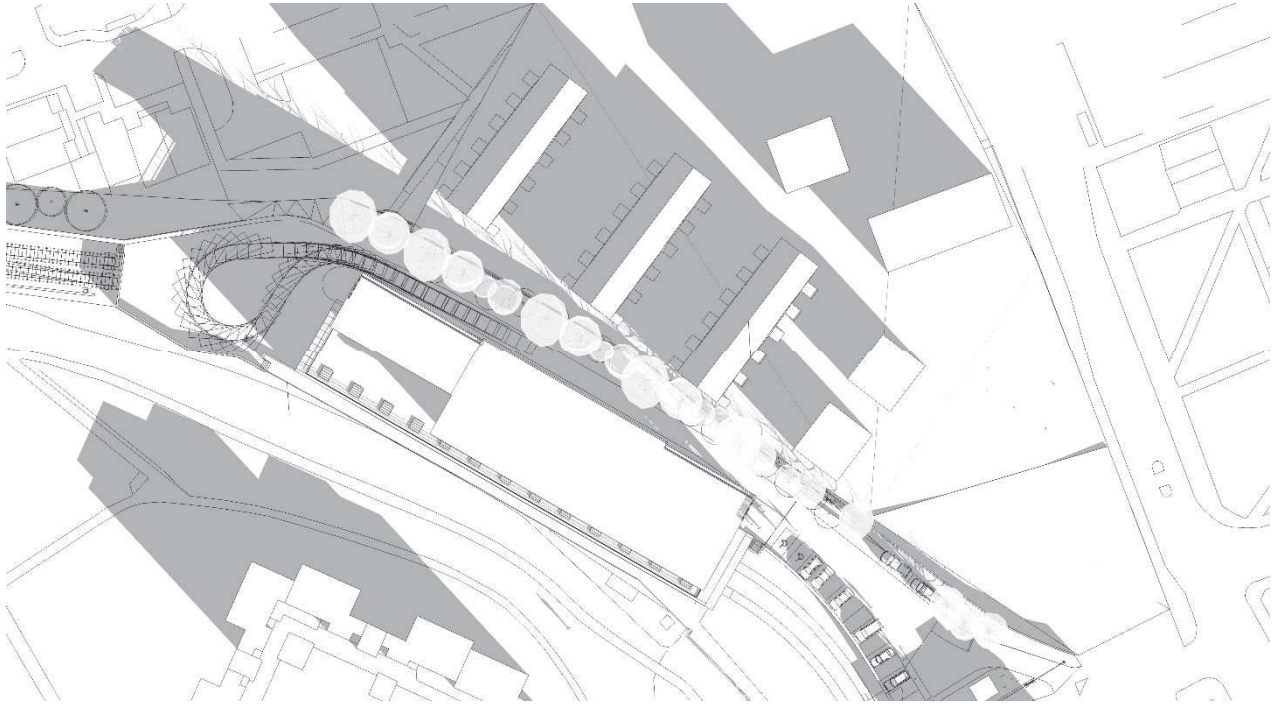


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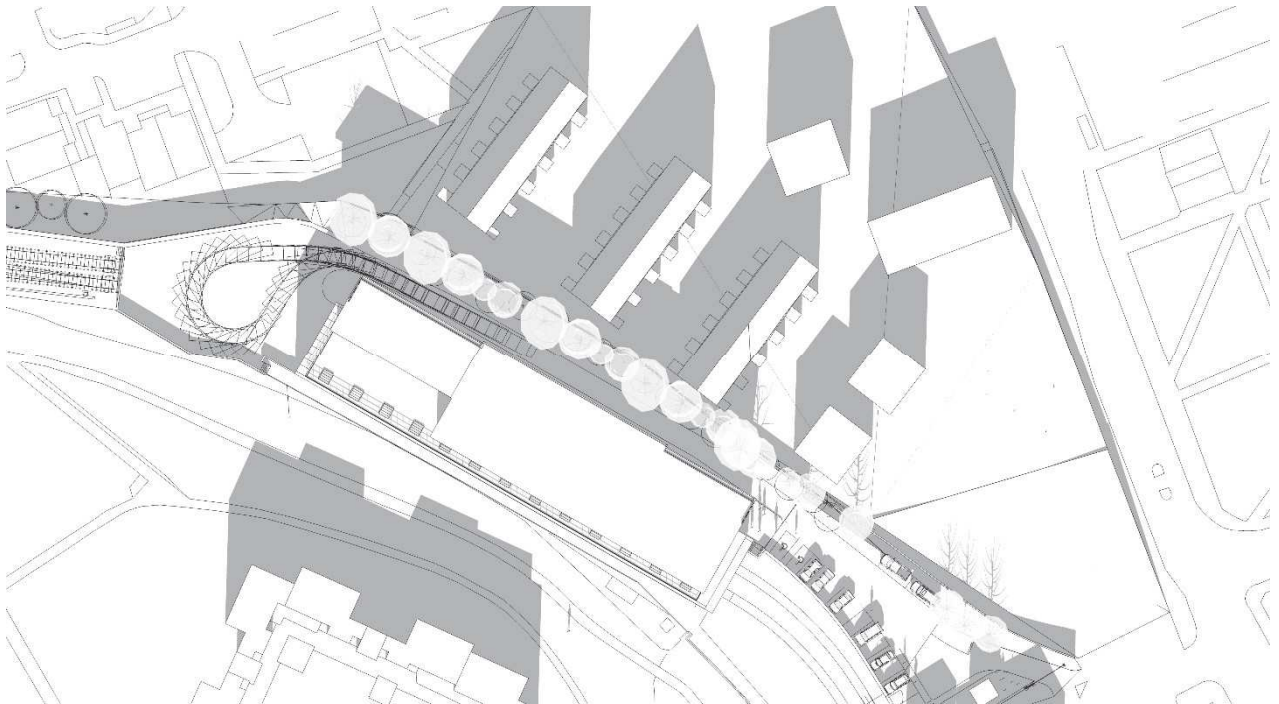


18:00

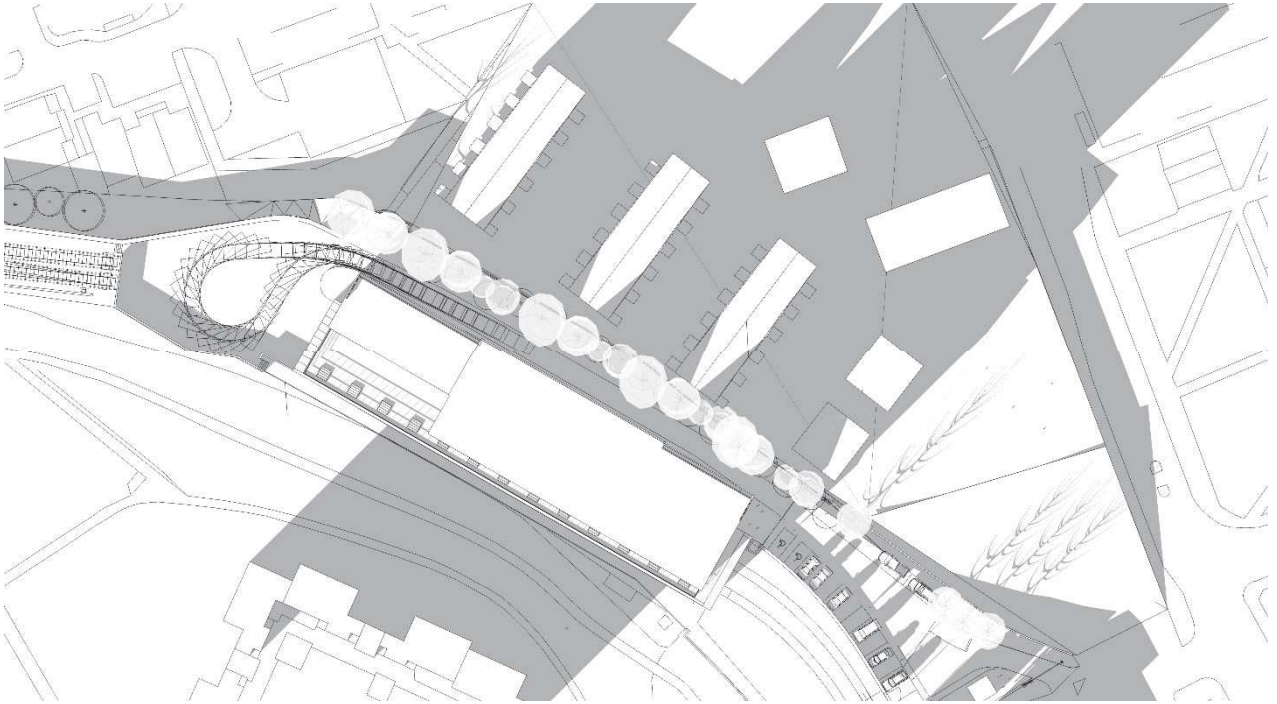
Sun Path Analysis – Autumn:



09:00

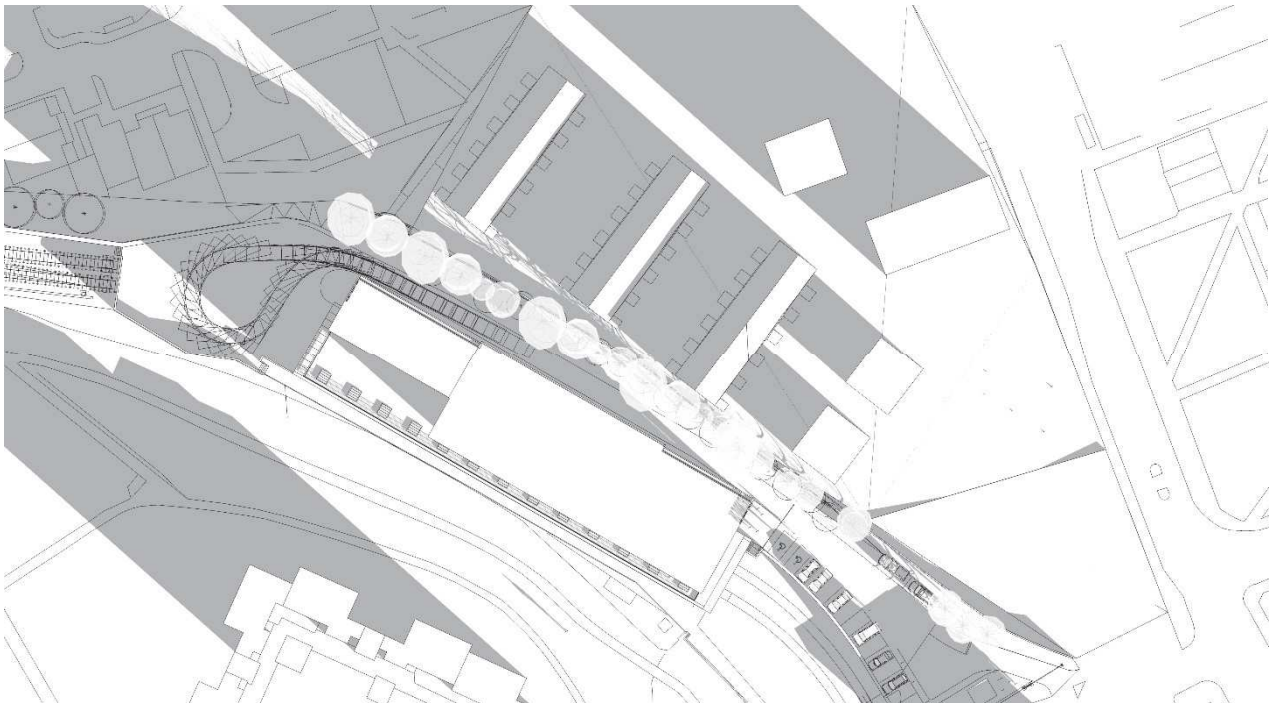


12:00

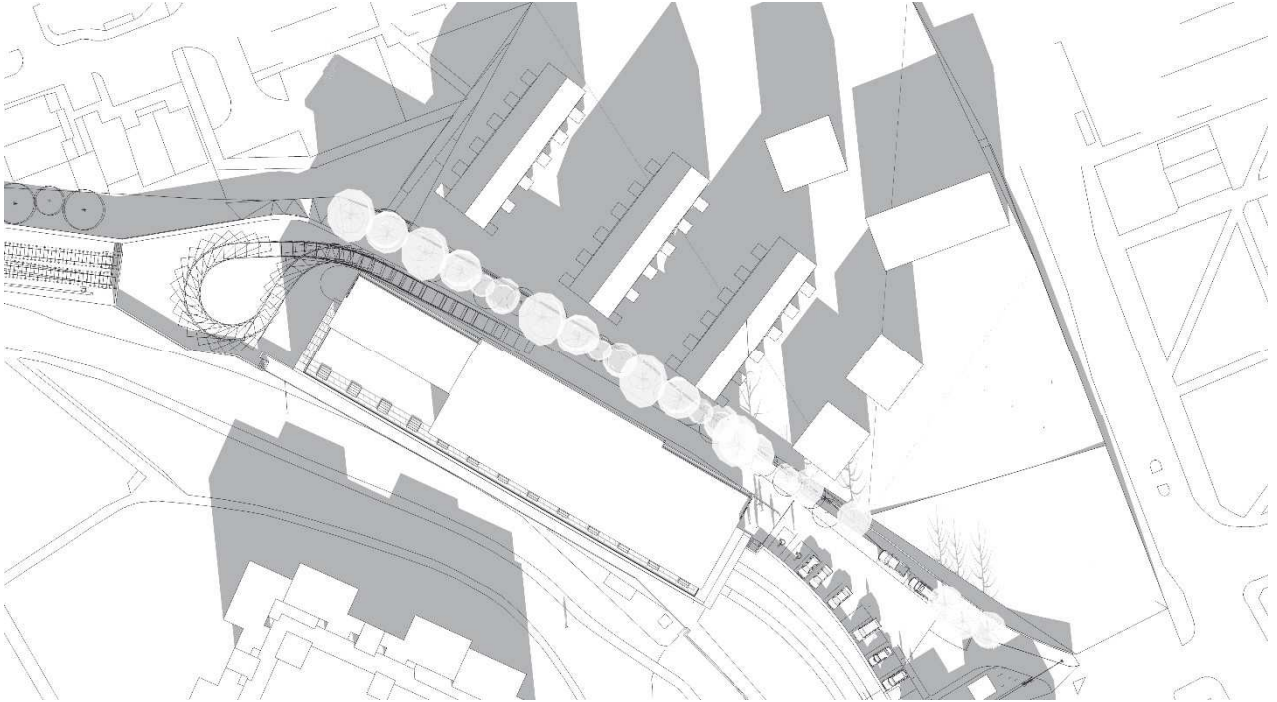


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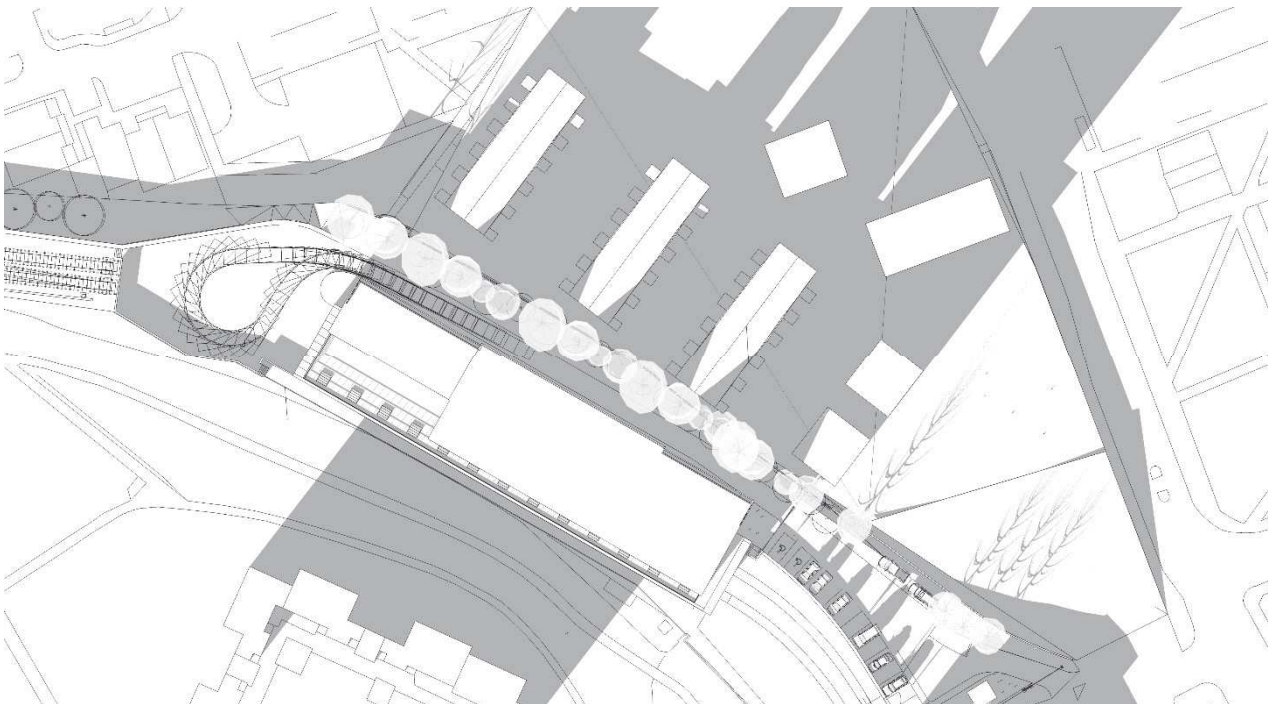
Sun Path Analysis – Winter:



09:00



12:00



15:00

4.03 Landscaping & Boundary Treatment

The proposed landscaping is shown indicatively on the site plan drawing K001. Externally the site finishes generally comprise of the following:

- Tarmac / Asphalt to pedestrian and vehicular walkways
- Rail Ballast / Gravel to the track areas
- Strail System / Panels to the track crossing areas
- Soft landscaping to the site perimeter

A landscape strip to the northern boundary will act as a buffer between the development and the adjacent housing. Details to be submitted separately.

In terms of boundary treatment the majority of the site will retain the existing boundary treatment which is a combination of palisade fencing, close boarded timber fencing and brick / stone walling (as indicated on the proposed site plan). Additional fencing is proposed to the NE boundary (close boarded fence back to back with the existing brick / stone wall), wire mesh fence to secure the new sliding gate and internal site gates / railings separating the parking from the operational rail area.

Additional structures are proposed within the site including Cycle Shelter, HV/DC enclosure, Smoking shelter & Sub Station – details for these can be found on drawings K012 & K013.

4.04 Building Appearance

Proposals were submitted with the outline planning application for the maintenance and training centres. The combined facility has sought to unify the architectural approaches for each building within the single facility and provide an aesthetic which reflects the organisation of the building. Materially and in keeping with the use, the building is predominantly metal clad using a combination of vertical and horizontal profiles sinusoidal cladding and flat panelled aluminium systems to the eaves, verge and feature wall edges.

The maintenance and training centre is clearly split into 2 key components as shown within figure 9. The 2 storey high rail maintenance area which provides an 80m long double height space for trains within the facility and the ancillary accommodation which wraps around this. The architectural approach has therefore sought to clearly delineate these activities with a common form and colour define the depot area and a contrasting clad accommodation block and feature wall wraps around / frames the depot, clearly visible from the building approach to the south and views of the site from the north. The inset windows within the NE elevations are proposed to have a contrasting reveal flashings using the Metro Yellow colour.

The colours of the cladding are in line with the client (Nexus) corporate requirements using black, and metro yellow to define key building elements as follows:

Element:	Materials Proposed	Colour:
Brick plinth to building	Facing Bricks to Plinth around Maintenance and Training Centre Building.	Blue
Cladding	Depot cladding - Euroclad Elite 57 FR horizontal sinusoidal cladding, associated flashing's and cassette panel fascia to SE / NW gable frame. Depot infill (NW / SE) - Euroclad Elite 53 vertical sinusoidal cladding with associate flashing's around train doors. Wrap around frame to ancillary accommodation - Euroclad Elite vertical sinusoidal cladding (inclined facade). Cassette panel fascia to SE / NW gable frame. Infill cladding To remaining ancillary accommodation - Euroclad Elite vertical sinusoidal cladding.	Black Silver Dark Grey with Nexus Yellow window and door reveals (RAL 1003). Dark Grey Silver with silver reveals to window and door openings.
Roof:	Single ply roof to ancillary accommodation with cassette panel eaves / verge system. Concealed insulated gutter with internal RWPs and overflows at each end of gutter. Roof to depot - Single ply roof with none slip walkway tiles. Roof lights - Dome roof lights on Raised kerbs.	Single Ply - Dark Grey Eaves & Fascia's – Dark Grey Light Grey Translucent

Doors:	Rail Depot Sliding folding doors	Nexus Yellow in Dark Grey contrasting Frame
	Sectional door to platform (NW elevation)	Nexus Yellow in Dark Grey contrasting Frame
	Metal personnel doors to NE elevation - Steel door sets.	Nexus Yellow in Dark Grey contrasting Frame
	Metal personnel doors to NW and stair FE door adjacent main entrance - Steel door sets.	Silver with dark grey contrasting frames
	Metal personnel doors to SW elevation - Steel door sets.	Nexus Yellow in Dark Grey contrasting Frame.
	Metal personnel doors to plant level - Steel door sets.	Silver with dark grey contrasting frames
	Metal personnel doors to Louvre doors to plant and bin stores (NE elevation) - Steel door sets.	Nexus Yellow with dark grey contrasting frames
	Auto door sets - sliding to entrance lobby	Glazed in Dark Grey Frame
Windows:	Curtain walking to reception entrance (3 storey) -	Dark Grey frame, tinted glass.
	Glazing to SW elevation of depot	Black frames
	Punch windows to ancillary accommodation -. All with openers for natural ventilation and cleaning.	Dark Grey Frames
	Solar shading bre soleil To glazed entrance	Contrasting PPC Dark Grey Frame and Metro Yellow Louvre blades
Roof edge Protection:	Handrail to perimeter of depot roof (second floor)	Galvanised
Building signage:	Nexus Logo To SE /NW elevation	
	Reception lettering adjacent entrance	
	'Metro Training Centres' (To be agreed) on the roof edge (SE / NW)	

4.05 Access

Pedestrian access will principally be via the Mile End Road access to the site with intercom at the site entrance and clearly delineated pedestrian walkway with thermoplastic markings towards the building entrance. Level access will be provided with appropriate drop kerbs within the site.

Car parking (including accessible parking) is provided adjacent to the main entrances to the site. The close proximity of the site to the Metro Station means that public transport will be promoted and predominantly used as the preferred method of travel to the site with car parking reserved for those travelling from further afield.

Parking provision will also be split to the north and south of the tracks with the Salem Street compound being used predominantly by staff and the Mile End Road entrance used for visitor parking and deliveries. Disabled parking bays are provided closest to the building reception.

Cycle parking (both covered and uncovered) is proposed adjacent to the Mile End Road entrance within the site and adjacent to the building reception.

Refuse storage is incorporated within the building envelope behind lockable doors

The proposed road on the north side of the maintenance building provides access for deliveries to the storage and external training area located to the west of the building, refuse collection and emergency service access to either end of the building.

The building is designed to be fully accessible. Automatically operated motorised doors lead to the reception areas and fully accessible lifts are located in the immediate vicinity of the reception desks alongside fully compliant ambulant disabled access stairs. Accessible toilets and showers are provided and circulation routes are sized for wheelchair access and will be clearly defined. Accessible toilet provision is carefully located on each level to cater for building users. A separate access statement will form part of the building regulation application for the scheme.

4.06 Parking

We have reviewed the current standards for South Tyneside Council (SPD6 Parking Standards from the South Tyneside LDF) as well as reviewing the documents submitted as part of the outline planning application and can confirm the following:

The original proposals for 2 buildings had associated parking adjacent to each use – with a total parking provision of:

- 15 spaces to the NE of the railway (including 2 disabled parking bays)
- 12 spaces to the SW of the railway (including 2 disabled parking bays)
Total: 27 spaces including 4 no. disabled parking bays
- 3 cycle racks adjacent to each building (total 12 cycle spaces).

The original outline application also confirmed that 20 members of staff are anticipated for the new development

As part of the proposed development, car parking (including accessible parking) will be provided adjacent to the main entrance for visitors with a separate parking compound provided to the south of the railway within the Nexus compound adjacent the Salem Street Car. The close proximity of the site to the Metro Station means that public transport can and will be promoted as the preferred method of travel to the site with car parking reserved for those travelling from further afield. The total parking proposed with the updated site layout K001 includes:

- 19 spaces to the NE of the railway (including 2 disabled parking bays)
 - 8 spaces to the SW of the railway (including 2 disabled parking bays)
- Total: 27 spaces including 2 no. disabled parking bays**

- A covered Cycle Shelter and 3 cycle racks adjacent to each building (total 14 cycle spaces).

With the development of a single building solution, this has the added benefit of no longer requiring the Salem Street car park to be redeveloped and therefore the existing pay and display parking capacity will be maintained and accessible to local users as well as potential visitors to the new training centre.

Under the South Tyneside Parking Standards attached, the following minimum allowances have been applied:

Use Class C2 (Residential Institutions) *continued...*

TYPE OF DEVELOPMENT	PARKING STANDARDS	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Residential, educational and training centres	1 space per 2 staff plus parking for occupants to be based on use	50% of standard	50% of standard	As standard	As standard
	1 cycle space per 5 staff plus parking for occupants to be based on use				
Halls of residence	1 space per 10 residents	10% of standard	25% of standard	75% of standard	As standard
	1 cycle space per 10 residents				

The client has confirmed that 10 members of staff are now proposed (a reduction from 20). This would require 5 spaces and 2 cycle racks for staff. An additional allowance for visitors would still be required based on the educational use of the facility

Use Class D1 (Non Residential Institutions) *continued...*

TYPE OF DEVELOPMENT	PARKING STANDARDS	MAXIMUM CAR PARKING PROVISION BY LOCATION / ZONE			
		South Shields town centre	Hebburn / Jarrow town centres	Urban Area	Out of Settlement / Urban Fringe
Secondary schools	Operational space to include for picking-up / dropping-off at 1 space per 10 pupils	10% of standard	25% of standard	75% of standard	As standard
	1 space per 2 full-time staff plus 1 space per 3 part-time staff on the premises				
	1 cycle space per 5 staff plus 1 cycle space per 10 pupils				
Further education	1 space per 2 full-time staff plus 1 space per 3 part-time staff on the premises plus 1 space per 10 students	10% of standard	25% of standard	75% of standard	As standard
	1 cycle space per 5 staff plus 1 cycle space per 10 pupils				

Users of the building have been based on it being an 'educational facility – Further Education', the ratio is 1 space per 10 students with a 75% weighting for urban areas, based on the sites location. Based on the current building layouts, the potential capacity of the building is approximately 180 users (if all rooms were occupied) plus staff, which would equate to 18 users x 75% (reduction for urban area) - 14 spaces

The above staff and user calculation results in a total parking requirement of **5 spaces (staff) plus 14 spaces (users) – Total 19 spaces**. Therefore the current proposals for 27 spaces exceeds these requirements (in addition to the clients desire to promote public transport use as the principle method for people to attend the training centre – due to the proximity of the station).

4.07 Sustainability

Sustainability is forming an ever more important role in the way our towns and cities are planned as the case for reducing our impact on the environment becomes stronger. The term sustainability has been defined in a number of ways, but perhaps the best known is:

“Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (Brundtland Commission 1987)

So in order to be truly sustainable the development of the Application Site being proposed by Nexus needs to be able to meet the needs of current generations without adversely impacting future generations. This means consideration of not just the physical design and fabric of the buildings and infrastructure, but also the way in which the proposed site is used. The local history of the Nexus site at South Shields sets a precedent and developing a long term vision with the means to deliver it is one of the defining aspects of the development proposals.

Flexibility of the building and infrastructure designed to adapt to the future needs of the users and anticipated new rolling stock.

This National policy and regulations are increasingly aimed at reducing CO2 emissions from buildings and activities, and improving the sustainability of developments. Sustainability is fundamental to current Government policy. Recent government announcements in the context of the Localism Bill and the emerging draft National Planning Policy Framework make it clear that there is a presumption in favour of sustainable development at the heart of the planning system which should be central to the approach taken to both plan making and decision taking.

Several areas of sustainability were looked at:

- Energy and CO2 Emissions
- Waste
- Materials and Construction
- Pollution
- Transport and Mobility
- Education
- Inclusion

Energy & CO2 Emissions

The building has been designed with openable windows to allow for free cooling in the summer months to reduce the need for air conditioning within the classrooms and offices to reduce the C)2 impact of the building. LED lighting within all areas has been introduced with daylight saving features to reduce the amount of energy requirements.

Waste

Waste material from the site during construction will be kept as low as possible by re-using much of the existing rail infrastructure. Where possible waste materials will be recycled and diverted from landfill. The move to a single building option provides an immediate benefits with a significant reduction in the need for excavation and site clearance.

Materials and Construction

Where possible local materials and supply chains will be used, which has a potential benefit as a local economic benefit. The design team will engage with the building supply chain to carefully consider panel sizes to minimise wastage during the construction process. The move to a single building option provides an immediate benefits with a significant reduction in foundations, structure, stairs and lifts (which also reduces the future energy demand).

The building will have a design life of 50 years (25 year design life to first maintenance)

Pollution

Noise, air quality, water, ground and light. Careful consideration will be given to the construction methodology to avoid nuisance to the surrounding area. This will include restricting working hours to avoid disturbance, dust suppression, screening and careful selection of plant and regular maintenance. The permanent design takes account of water management and drainage. Nexus intend to stable two trains at the facility at night so that an earlier service will enable the public to travel from South Shields to the airport by Metro rather than by road. A later service will also be introduced into South Shields.

Transport and Mobility

Car use for Nexus Employees is lower than other businesses of a similar size due to the use of local transport because of staff travel passes. It is also intended that Nexus staff that have to travel to the new training centre for training purposes will use the metro.

Education

The main purpose of the training centre at South Shields is the continued development and competency training for all Nexus Staff. Nexus Apprentices will also be utilised in certain aspect of the construction process to further their development and to give them hands on experience.

Inclusion

A public consultation process has been carried out before the start of the project at the outline planning stage where the feedback was a very positive one. As the land is currently underutilised and has experienced social problems.

Consultation at both the outline and full planning stage has been conducted with the planners at South Tyneside Council. Nexus internal consultation has taken place with all stakeholders on the design and layout of the training centre to incorporate the different types of training that Nexus currently undertake and to also plan for the future.

Galliford try are a member of the Considerate Contractors scheme and shall liaise with the local residents throughout the construction phase.

The local economy shall also benefit from the increase in footfall in the local shopping areas

4.08 Working Hours

In response to condition 16 of the outline planning consent and following discussions with the planning department, we confirm that by nature of the proposed development involving alteration to the existing railway systems (railway tracks, signalling and overhead electrical lines), works to this equipment and systems is only possible out of hours during pre-booked railway possessions and isolations.

The proposed contractor has confirmed that out of hours working, whilst necessary, should be limited to approximately 3 possessions at the start and end of the construction programme.

5.0 Archaeology

In respect of conditions 10, 11 and 12 of the outline planning consent and following discussions with the planning department, we understand a specification was produced by Claire MacRae (Tyne and Wear Archaeology Officer) April 2017, in response to the desktop study submitted with the outline planning application. The specification required one evaluation trench in the Salem Street car park. It has been agreed that there are now no archaeological works required on the site (due to the omission of the Salem Street Car Park from the scope of works) unless there is to be disturbance in the car park area during resurfacing which would merit a watching brief. The only works now proposed to the south of the railway are the resurfacing of the Nexus Rail compound adjacent.

5.0 Appendices

Proposed GA Site Plan



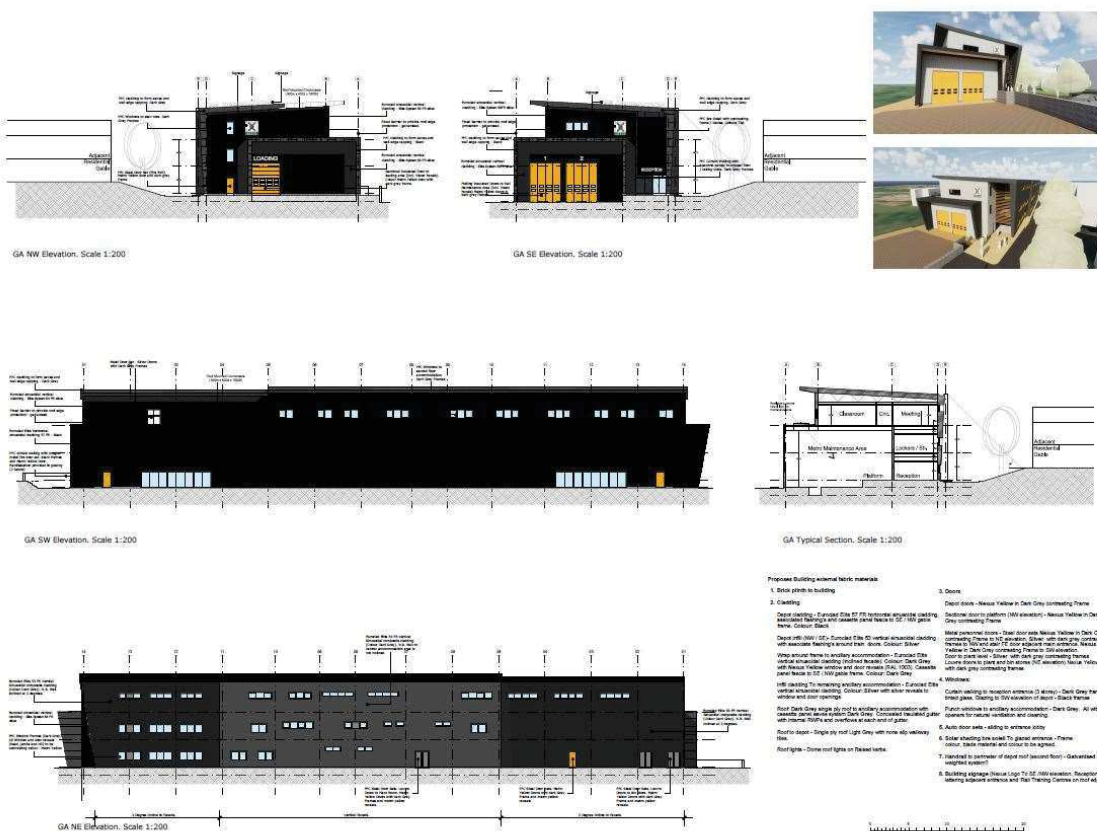
Proposed GA Floor Plans



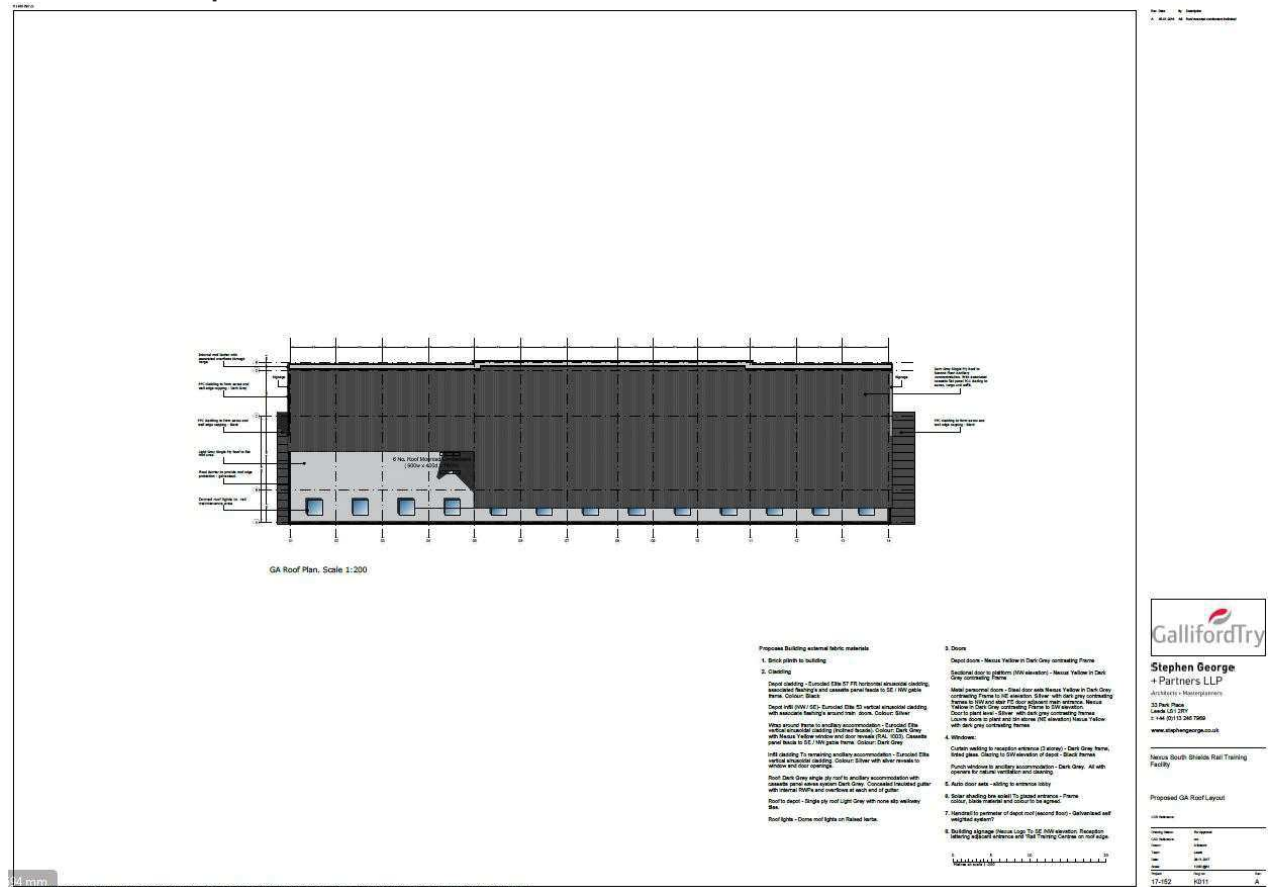
5.03 K008 Rev A Proposed 3D Visuals



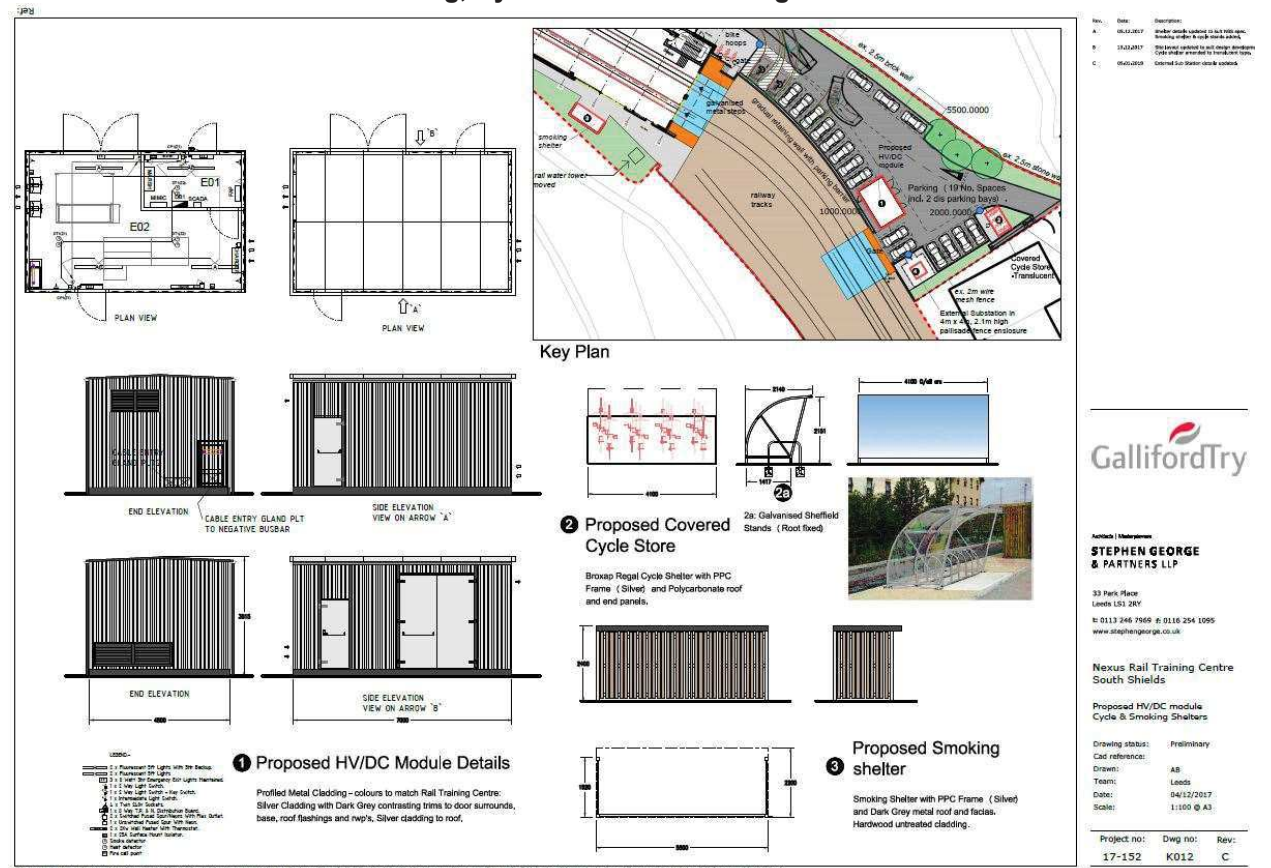
5.04 K009 Rev B Proposed GA Elevations



5.05 K011 Proposed GA Roof Plan

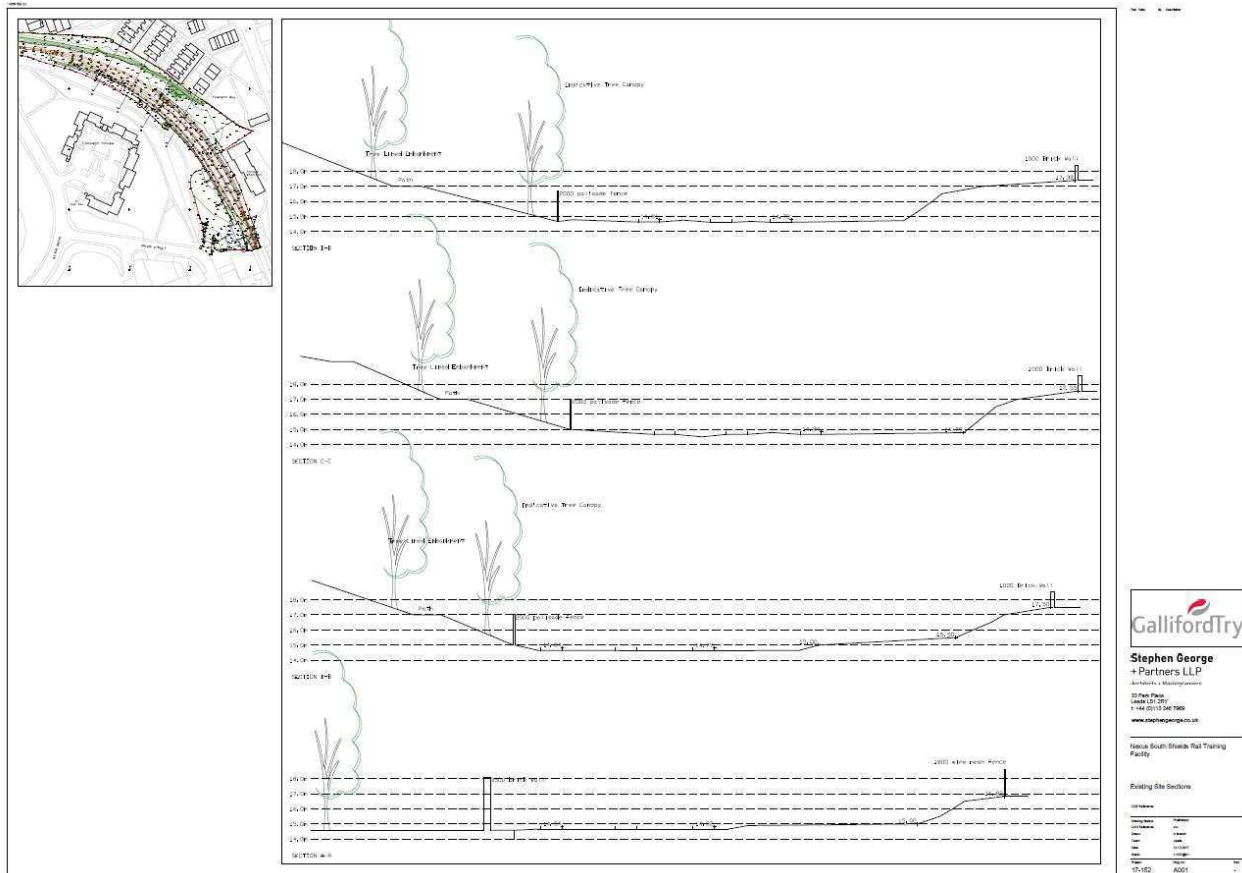


5.06 K012 Rev B HV/DC Housing, Cycle Shelter & Smoking Shelter Details



5.07 A001

Existing Site Sections



5.08 A002

Proposed Site Sections

