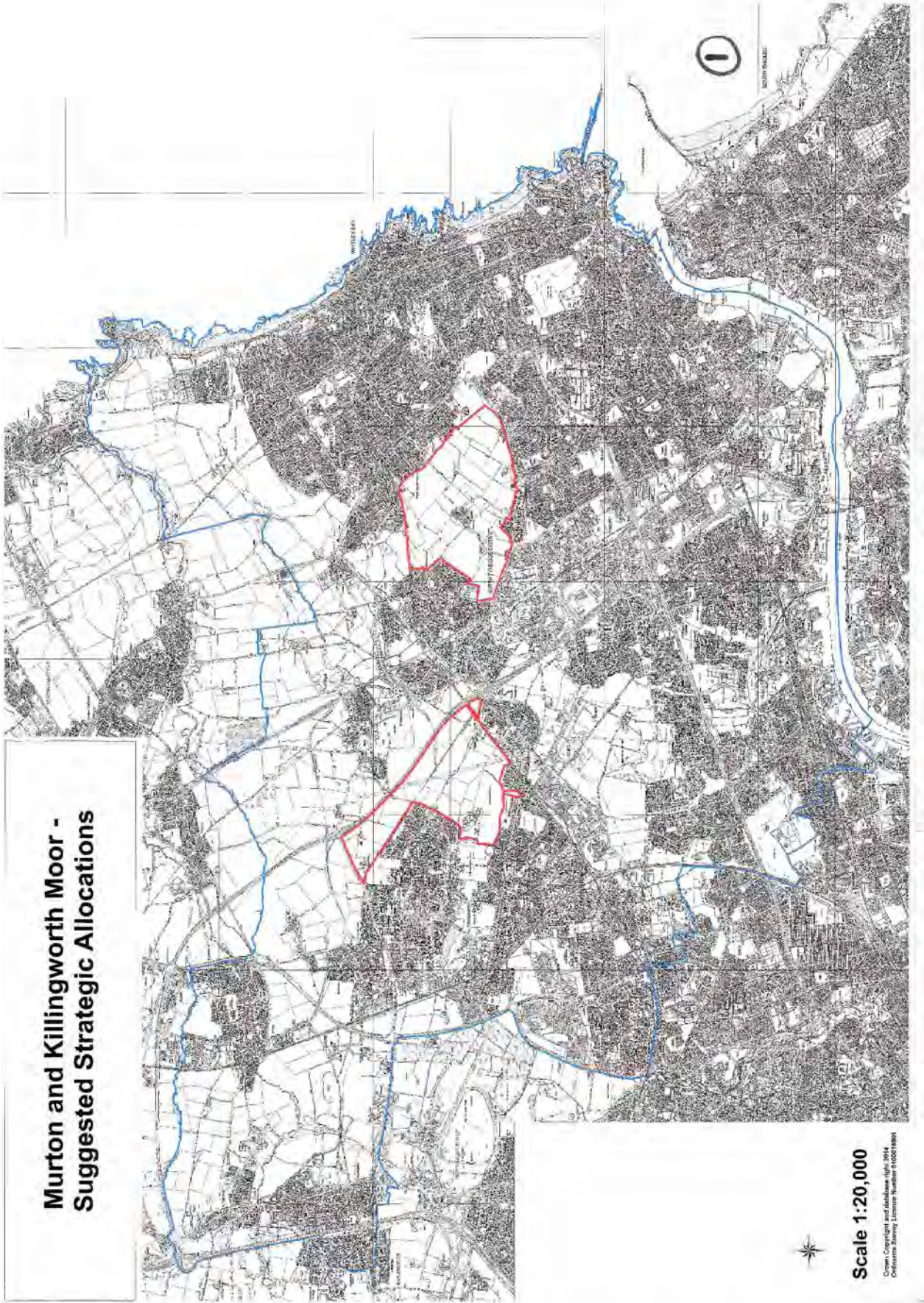


PICK EVERARD

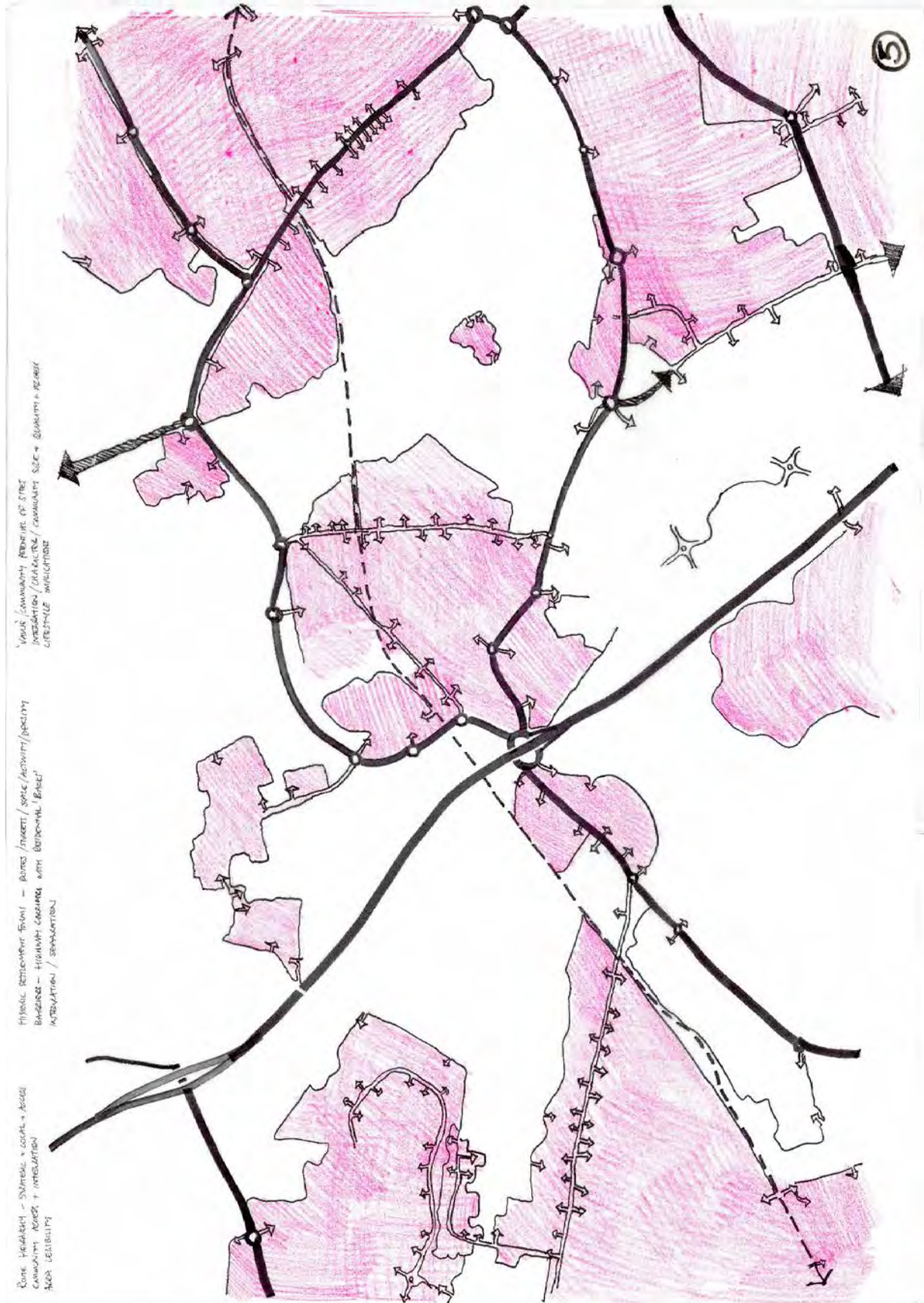


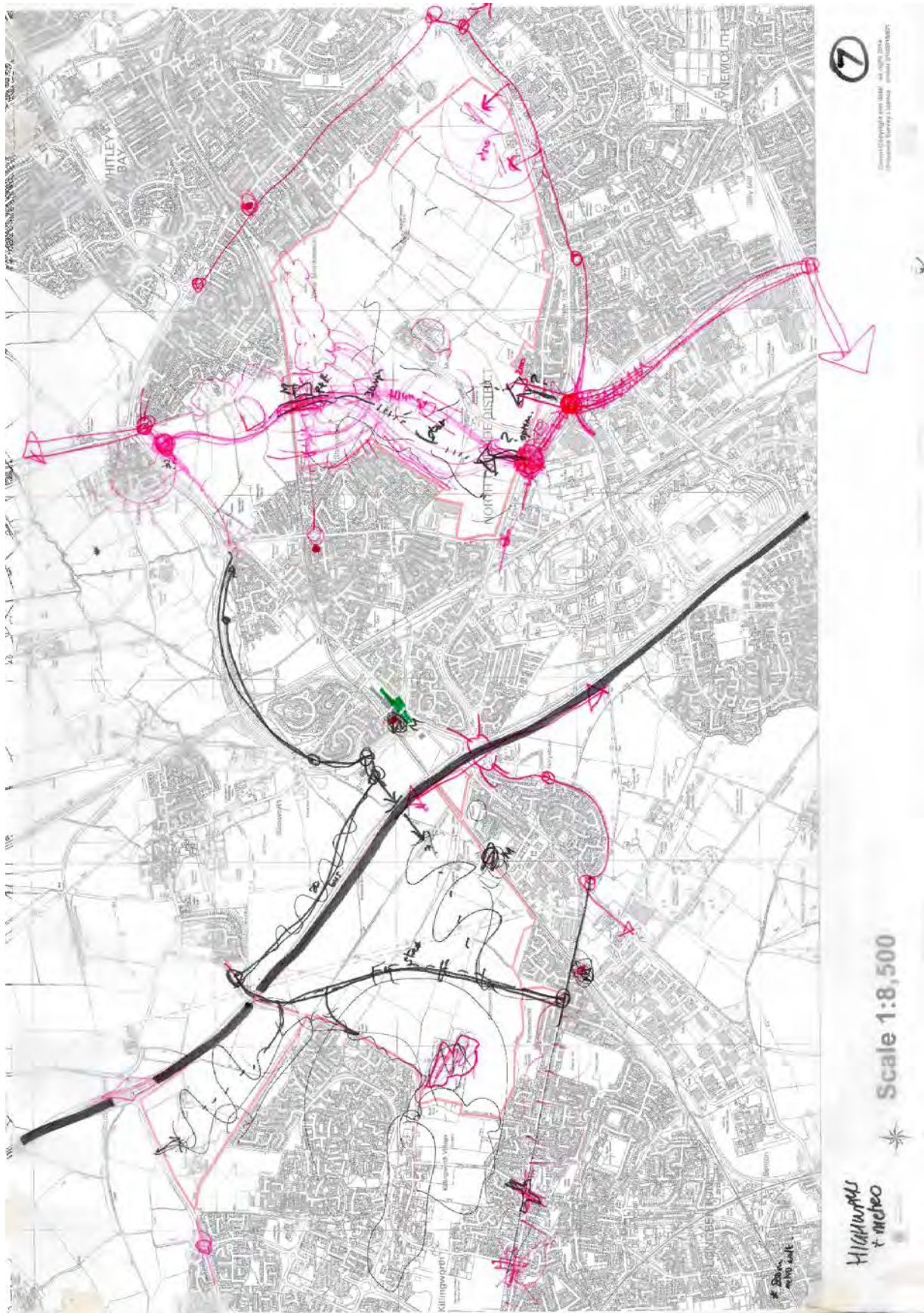
Preparation of Strategic Concept
Framework Plan
Framework Evolution Trail &
Approximate Sequence of Plans
for
North Tyneside Council

**Murton and Killingworth Moor -
Suggested Strategic Allocations**

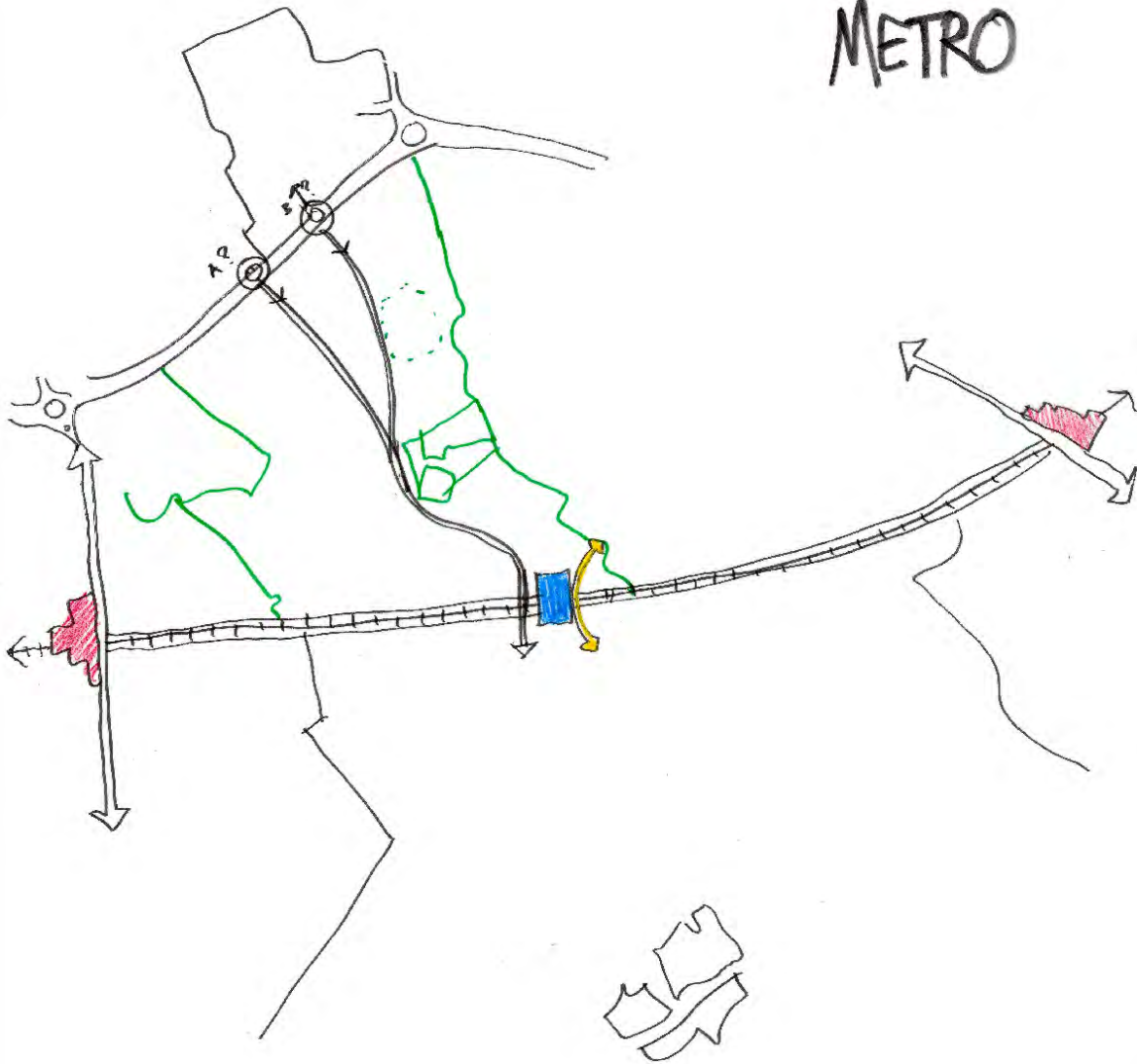


Scale 1:20,000
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METRO



ADVANTAGES

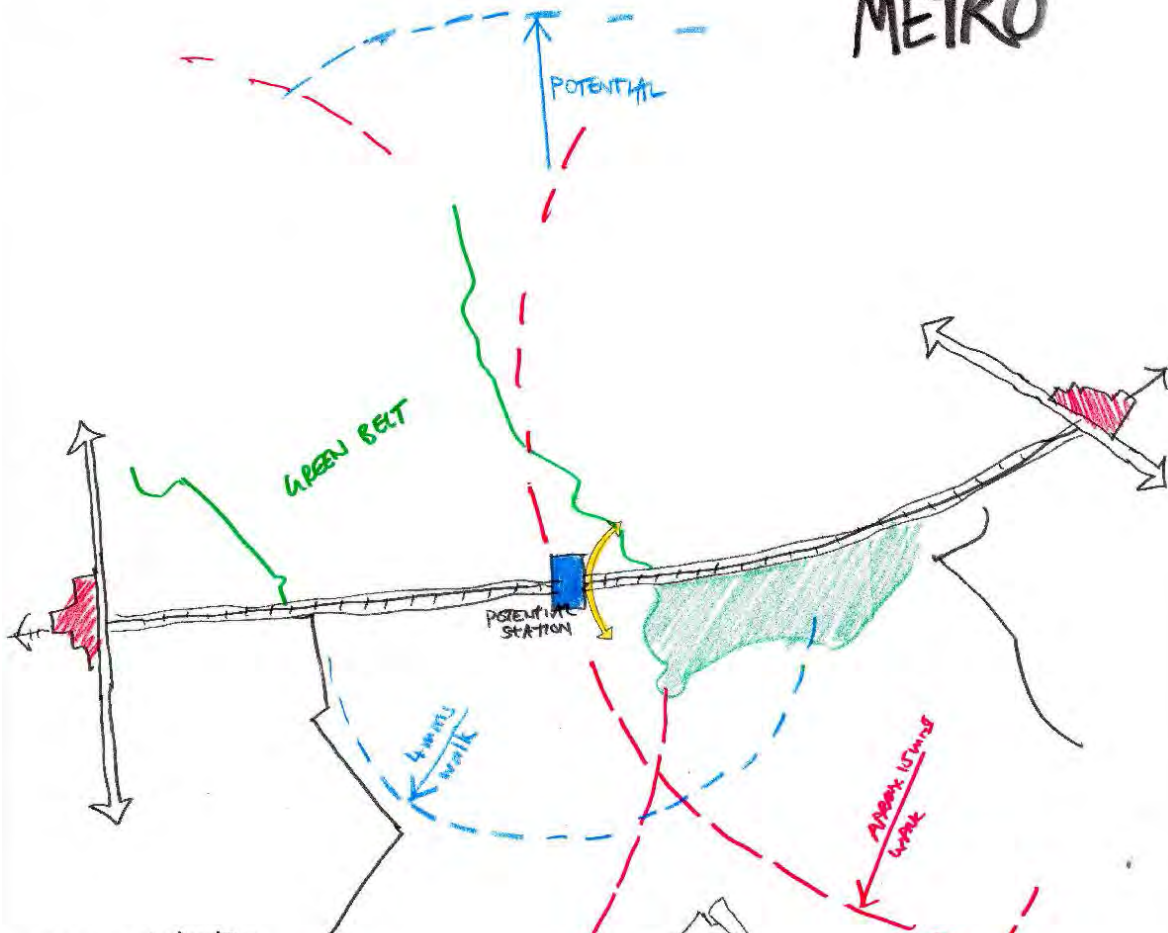
- POTENTIAL FOR COMMUTER USE WITH + (P+R) FACILITY
- POTENTIALLY INCREASED SITE CAPACITY DUE TO PEAK FLOW DISTRIBUTION?
- POTENTIAL INCREASED CAPACITY WITH HIGHWAY LINK BUT NO METRO STATION WHICH WOULD BE DELIVERED IN THE FUTURE? —

DISADVANTAGES

- IMPACT ON GREENBELT
 - HIGHWAY COST
 - CARBON IMPACT? ACCESS?
- Q. DOES THIS IMPROVE VIABILITY OF METRO STATION WITH POTENTIAL INCREASED (COMMUTER) USE?
 - Q. DOES THIS ADD VALUE TO LOCAL AREA? BEYOND METRO ALONE?

9a

METRO



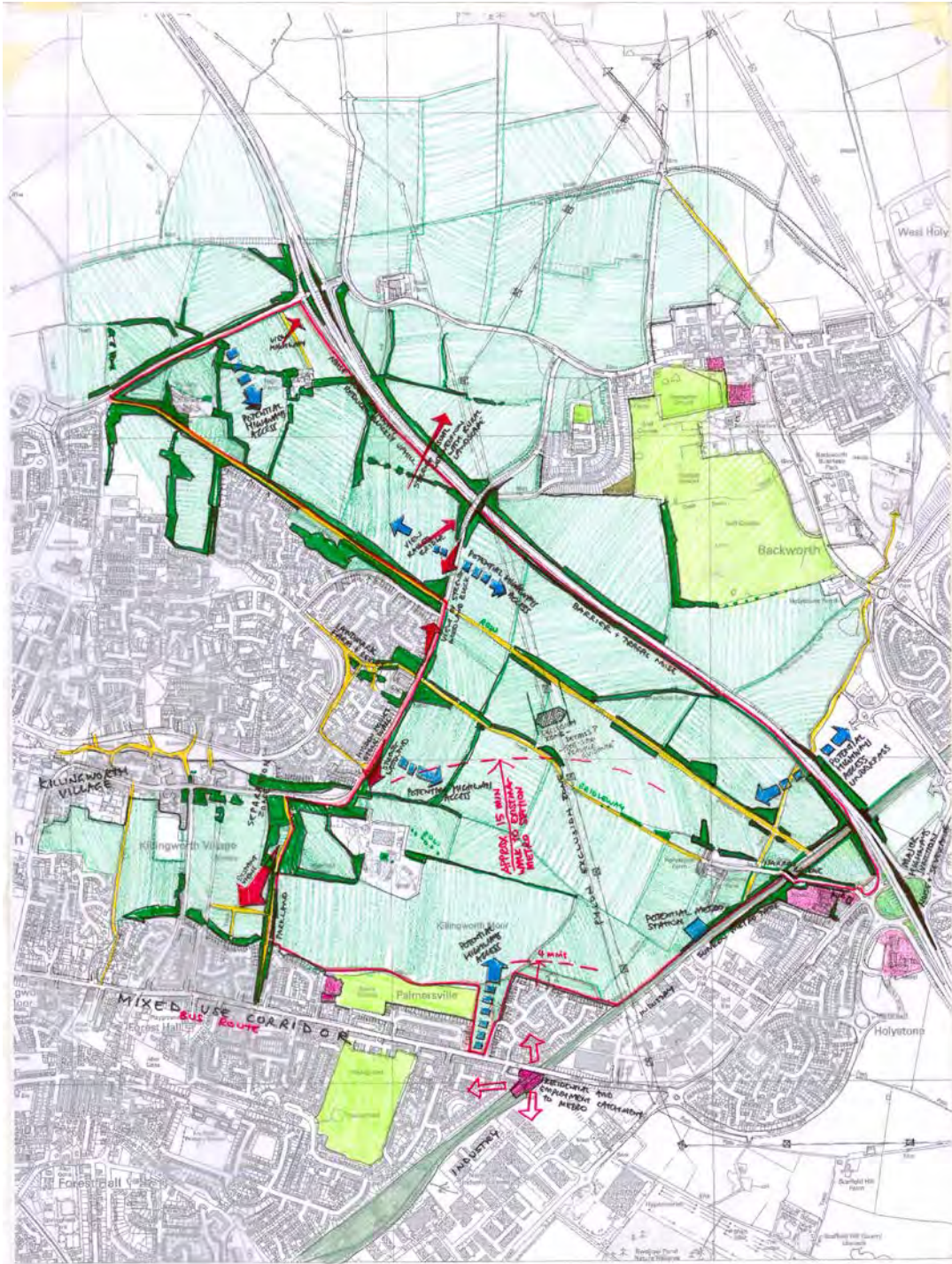
ASSUME - metro location.
 - central position (equidistant)
 - ex fast path connections
 - potential road bridge location.

ADVANTAGES

- AREA WITHIN 4 MILES FOR DEVELOPMENT - NEWBUILD
- AREA WITHIN 15 MILES FOR DEVELOPMENT - NEWBUILD
- MURTON VILLAGE WITHIN 15 MILES - EXISTING
- POTENTIAL FOR VISITORS USING THE METRO TO ACCESS THE GREEN BELT AND PARKLAND CREATED
- QUESTION: DOES THIS IMPROVE THE HIGHWAYS IMPACT / REDUCE VEHICLE NUMBERS AT PEAK TIMES ACCESSING THE WIDER NETWORK
- DOES THIS REQUIRE AMOUNT OF HIGHWAYS DEVELOPMENT REQUIRED?

DISADVANTAGES

- POOR ACCESS FOR COMMUTERS TO PARK
- SMALL AREA (RESTRICTED BY GREEN BELT + GREEN INFRASTRUCTURE) TO EXIST DEVELOPMENT NUMBERS
- HIGH COST (3.5M) TO GIVE ADVANTAGE TO LOW RESIDENTIAL NUMBERS POTENTIALITY
- BUILD HIGH DENSITY AROUND METRO - GREEN BELT? GREEN CORRIDOR? FORM? USUAL IMPACT? MARKET? ANY URBAN DEVELOPMENT.



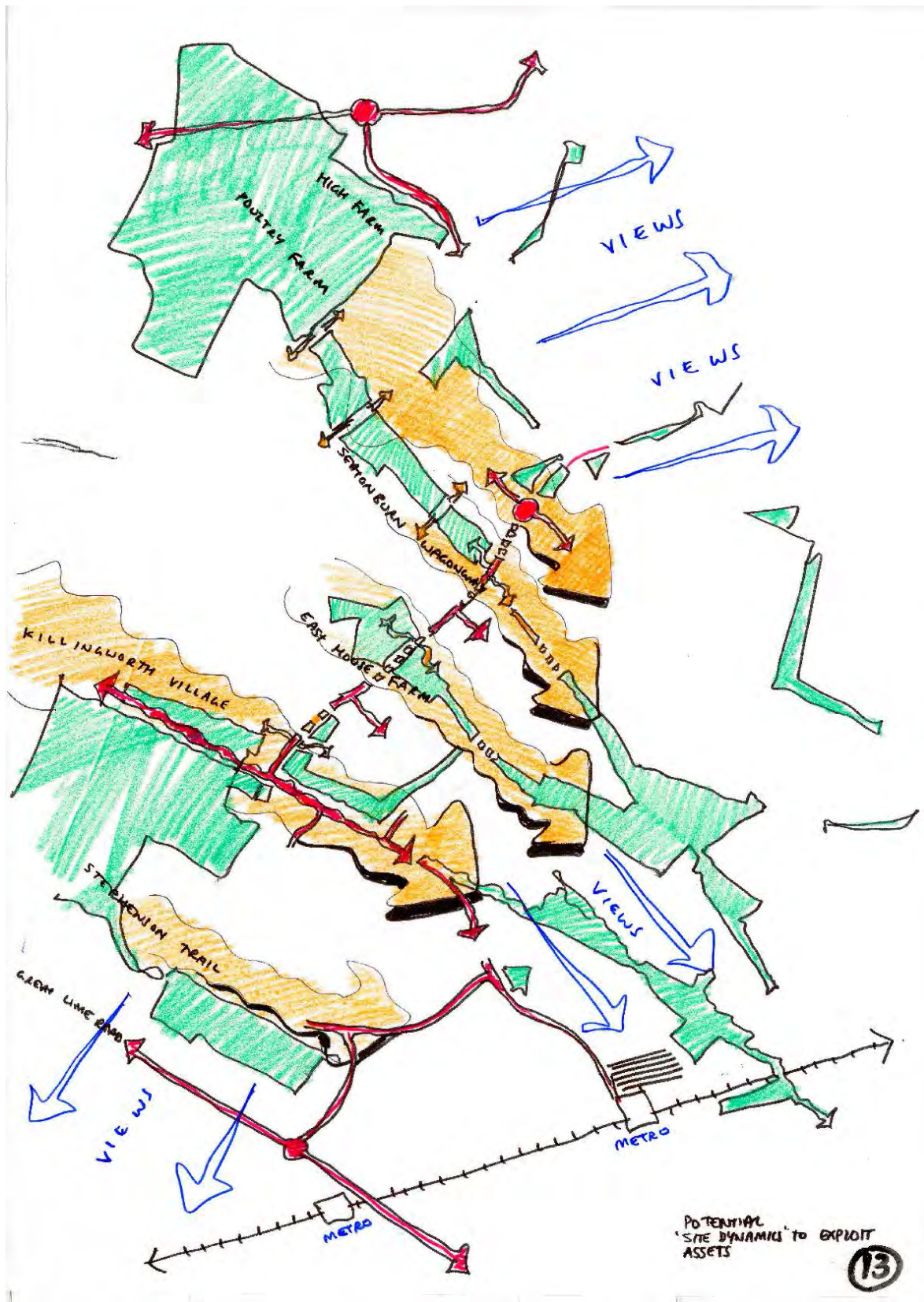
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SITE ANALYSIS PLAN LEGEND

- SITE BOUNDARY
- EXISTING FIELD STRUCTURE
- EXISTING WOODLAND AND WOODLAND
- PEDESTRIAN ROW FOOTPATHS, CYCLEWAYS, BUILDINGS AND COMMUNITY CONNECTIONS
- EXISTING RESIDENTIAL EDGE
- FRONTAGES
- EXISTING METRO LINE AND STATION
- LANDMARK VIEWS
- PIED ROUTE
- POTENTIAL PRINCIPAL HIGHWAYS ACCESS INTO THE SITE
- WALKING DISTANCE & TIMES

DETAILED DESCRIPTIONS AND OBSERVATIONS ARE NOTED ON THE PLAN - REFER TO DETAILED BASELINE STUDIES FOR COMPLETE INFORMATION -





13



14



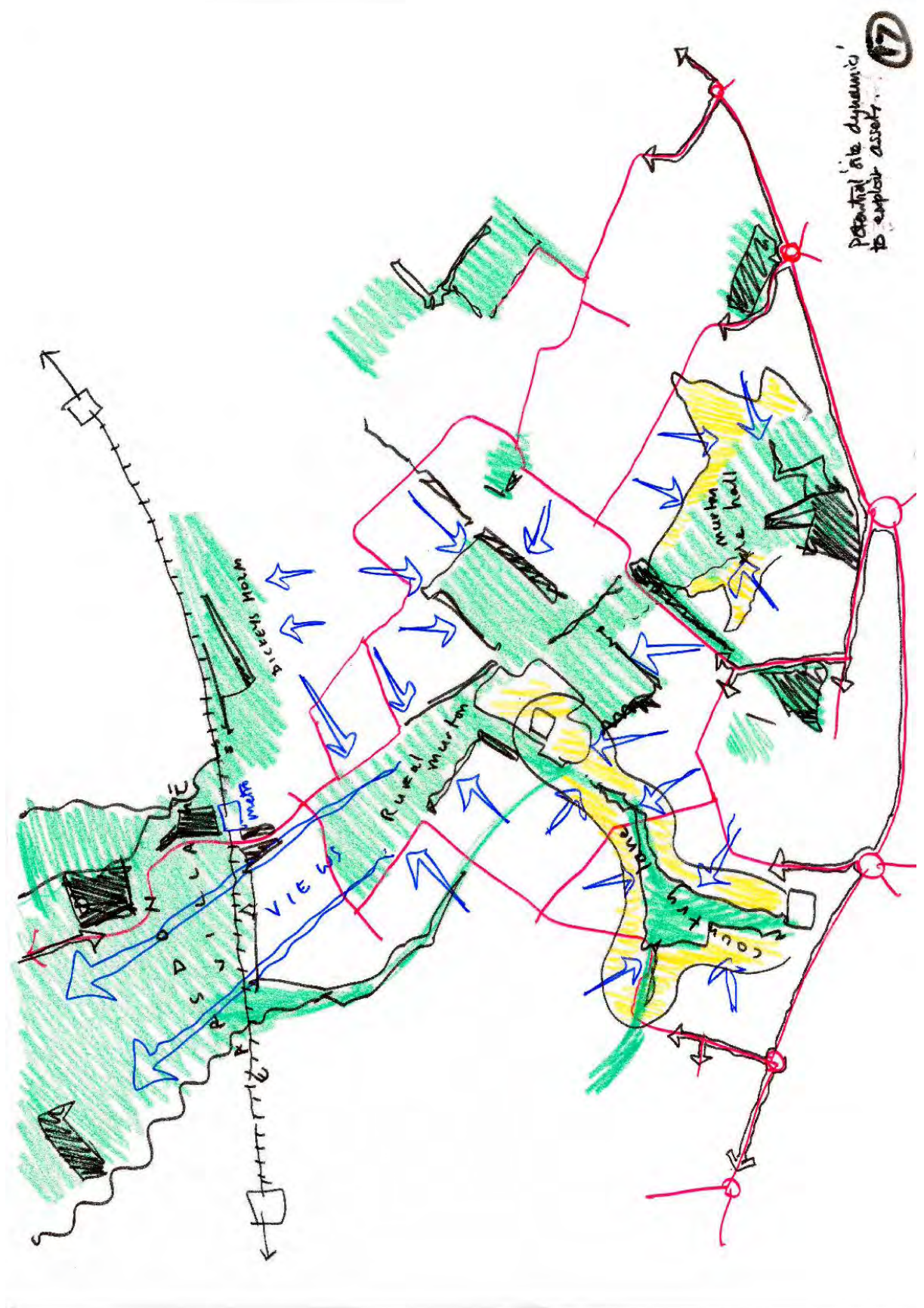
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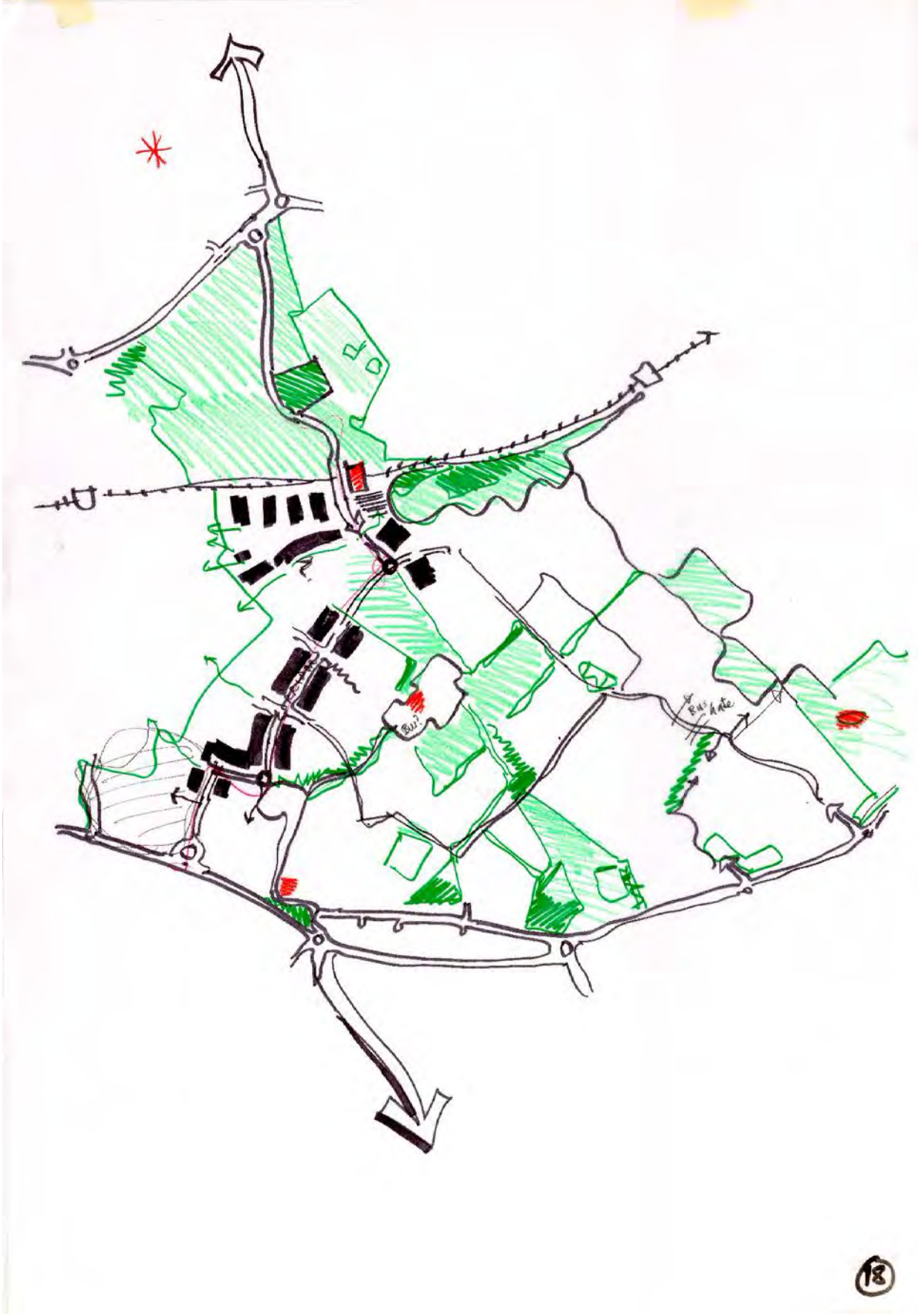
SITE ANALYSIS PLAN LEGEND

DETAILED DESCRIPTIONS AND OBSERVATIONS ARE NOTED ON THE PLAN - REFER TO DETAILED BASELINE STUDIES FOR COMPLETE INFORMATION -

- SITE BOUNDARY
- EXISTING FIELD STRUCTURE
- EXISTING HERBELDS AND WOODLAND
- PEDESTRIAN ROW - W/ BOTTLES, CYCLEWAYS, BRIDLEWAYS AND COMMUNITY CONNECTION
- GREEN BELT/RECREATION
- LANDMARK VISUUS
- PILON ROUTE
- POTENTIAL PRINCIPAL HIGHWAYS ACCES INTO THE SITE
- EXISTING RESIDENTIAL EDGE
- FROMWAYS
- WALKING DISTANCE + TIMES
- EXISTING METED LINE AND STATION









CONCEPT
MASTER PLAN
MURRUMBIDGEE

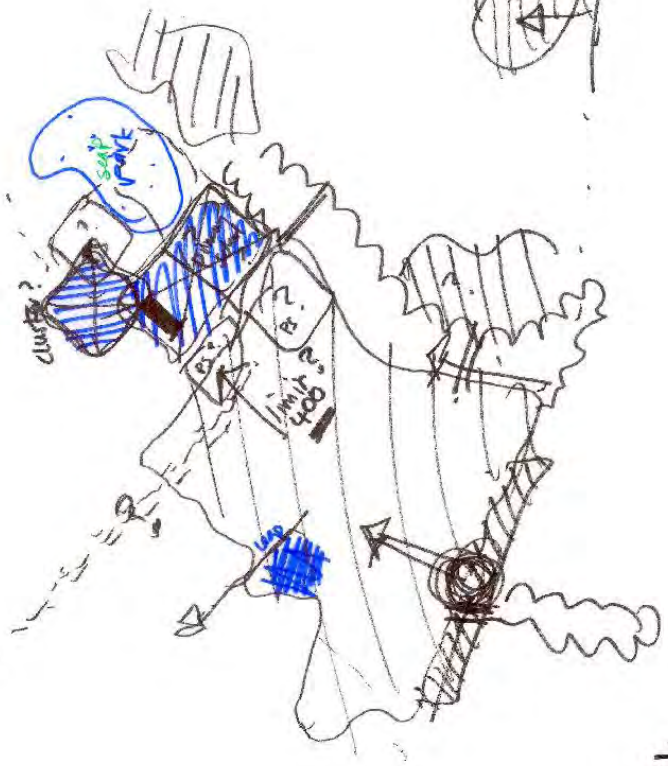
23

15.2



PHASE ONE?

15.2



12

CLUSTER

m

CLUSTER





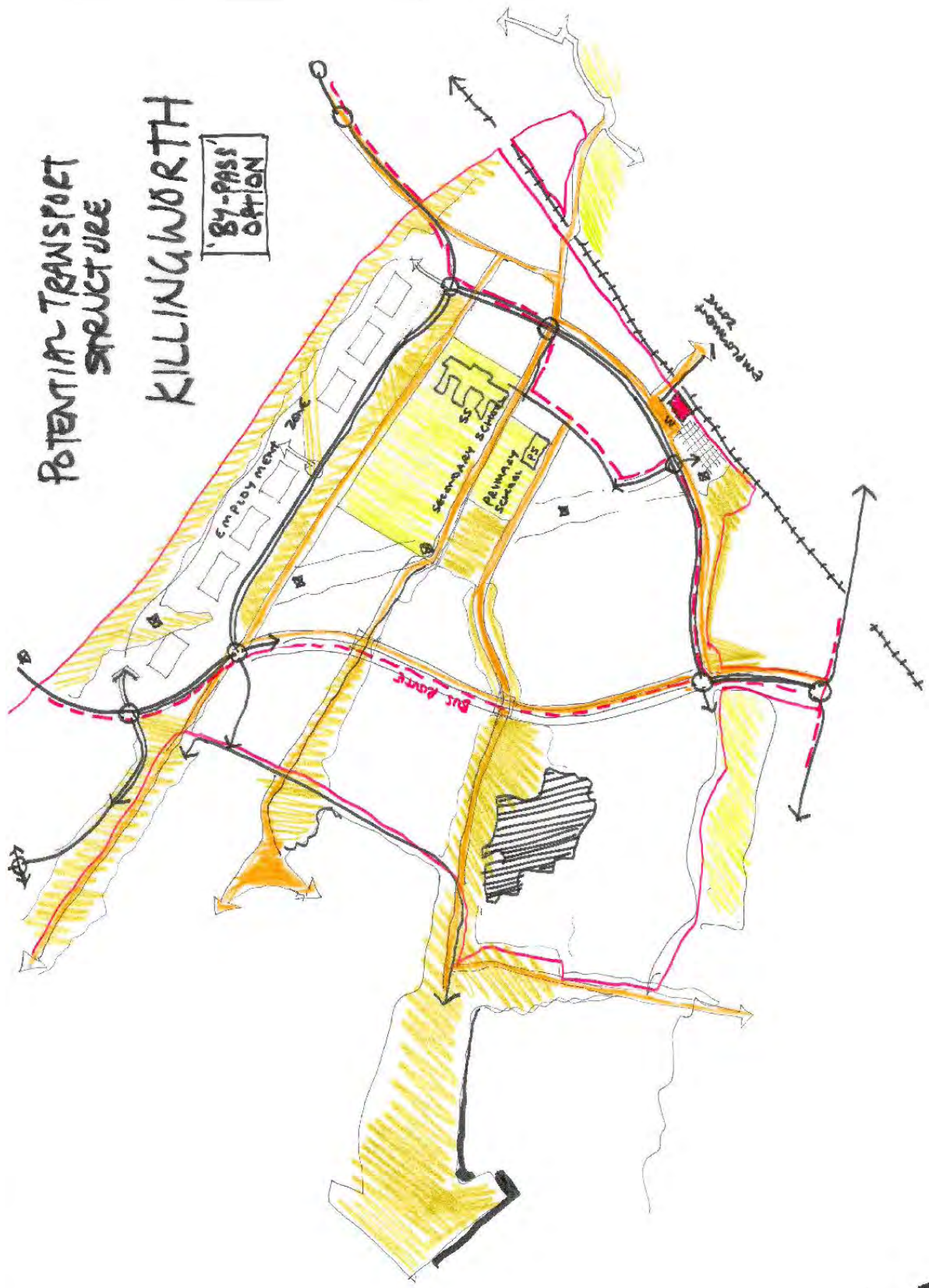
POTENTIAL TRANSPORT
STRUCTURE
KILLINGWORTH

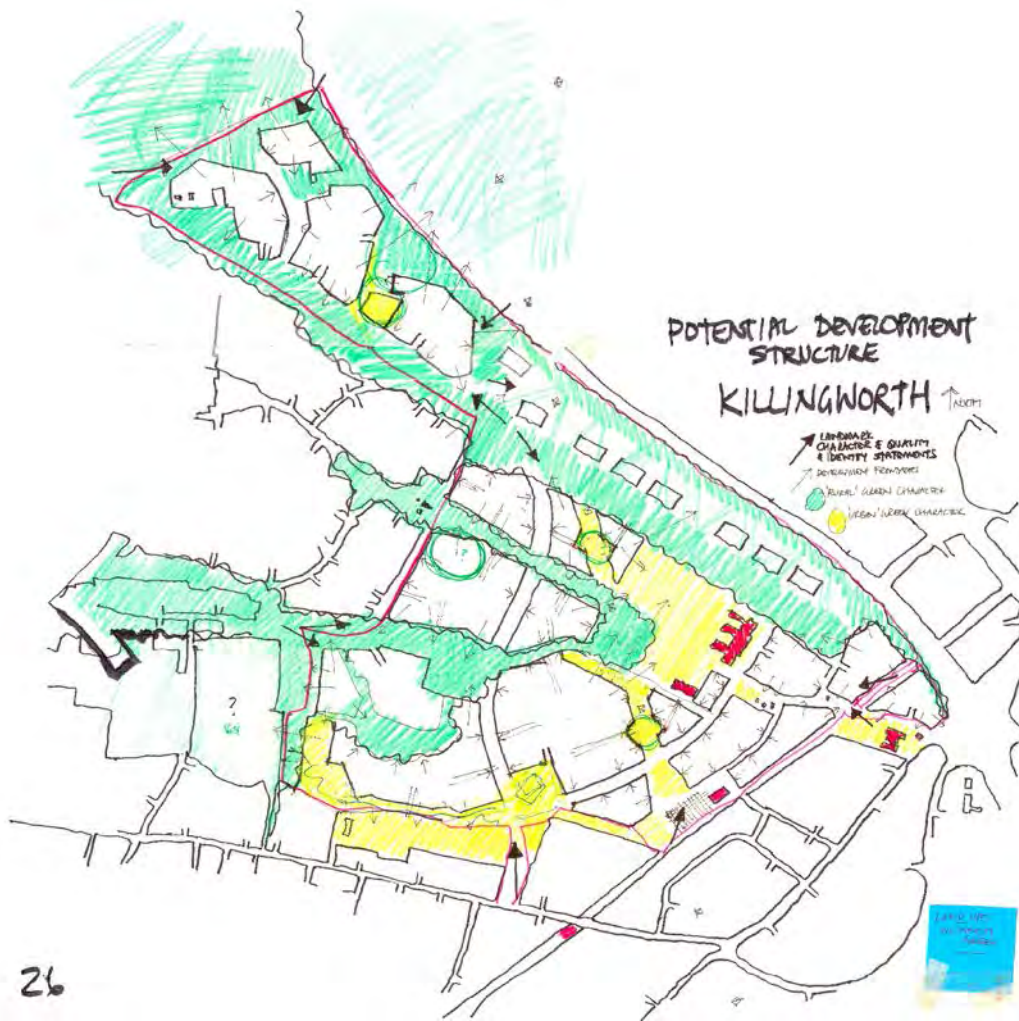
'URBAN'
OPTION

POTENTIAL TRANSPORT STRUCTURE

KILLINGWORTH

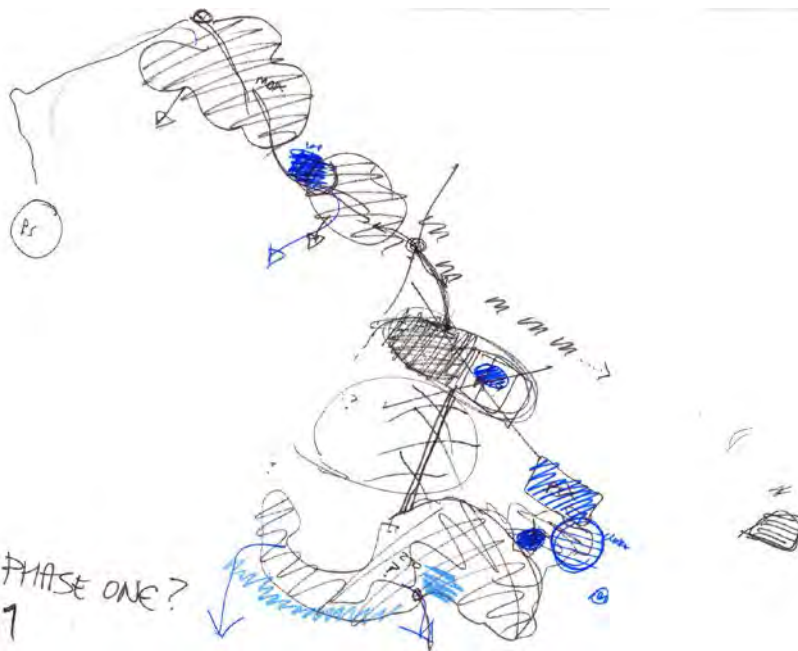
BY-PASS OPTION





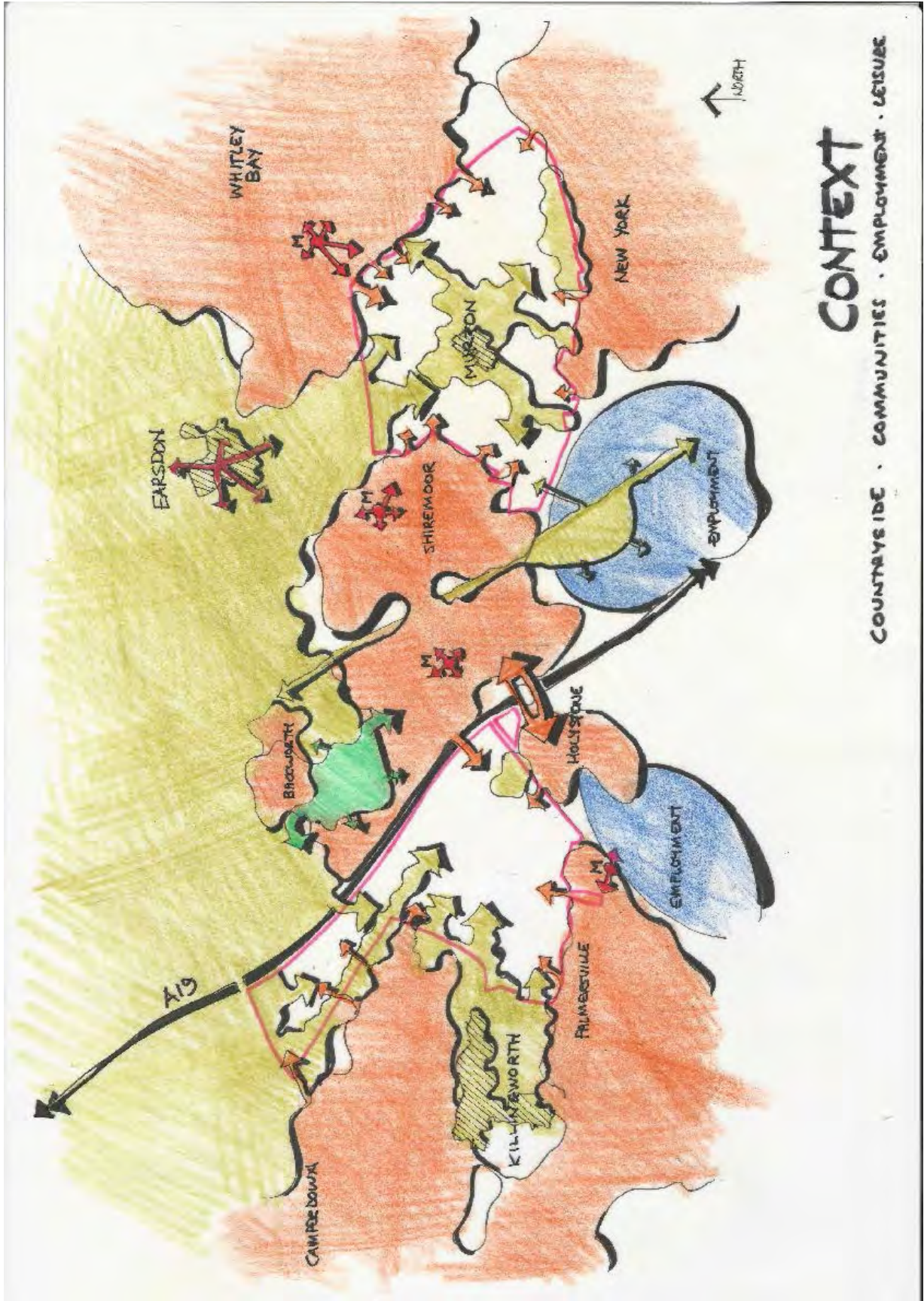
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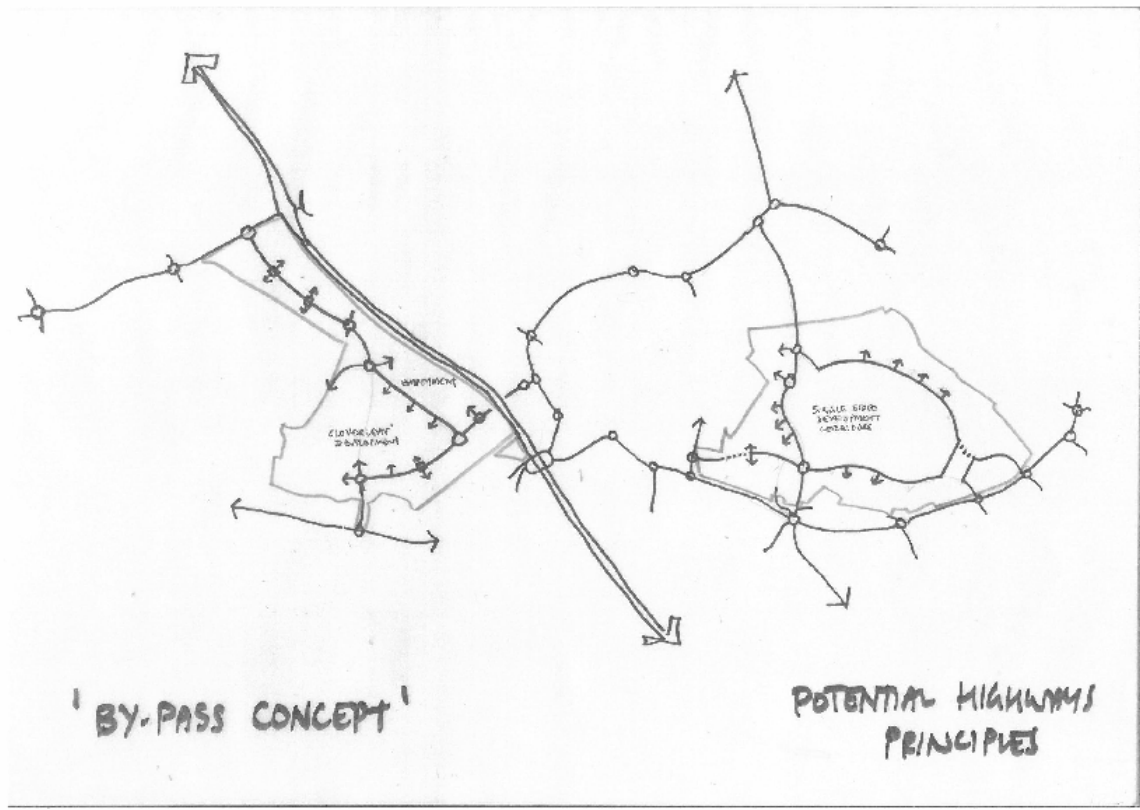
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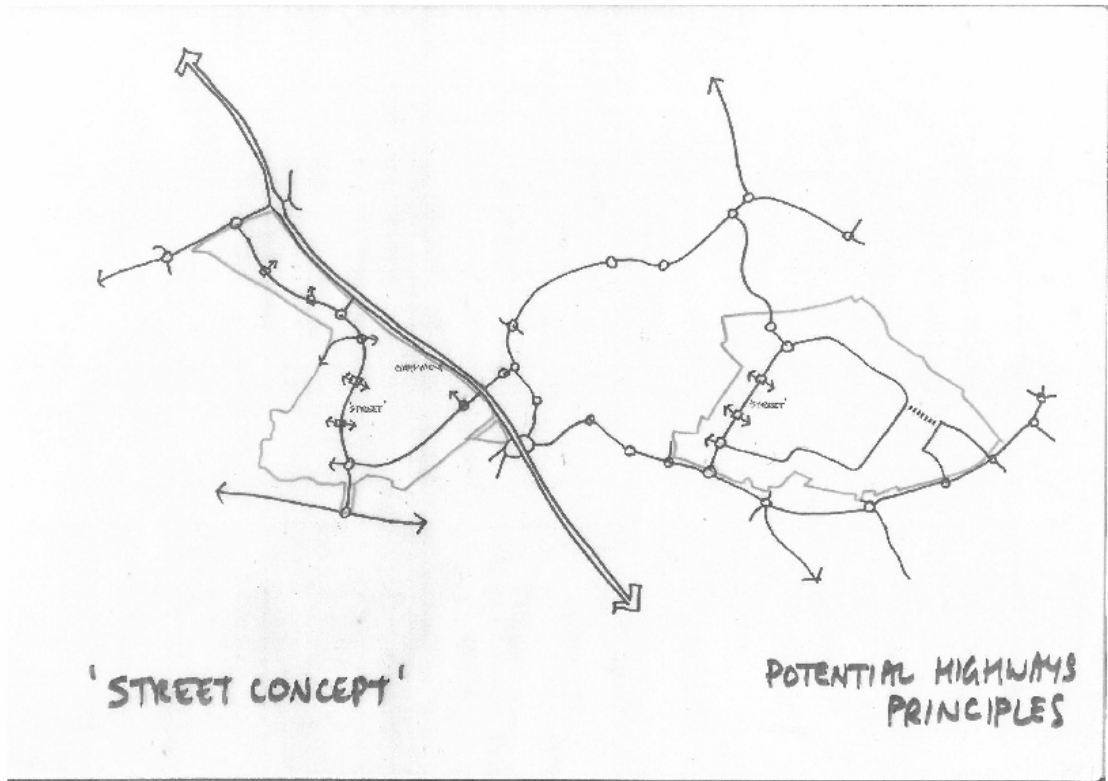


CONTEXT

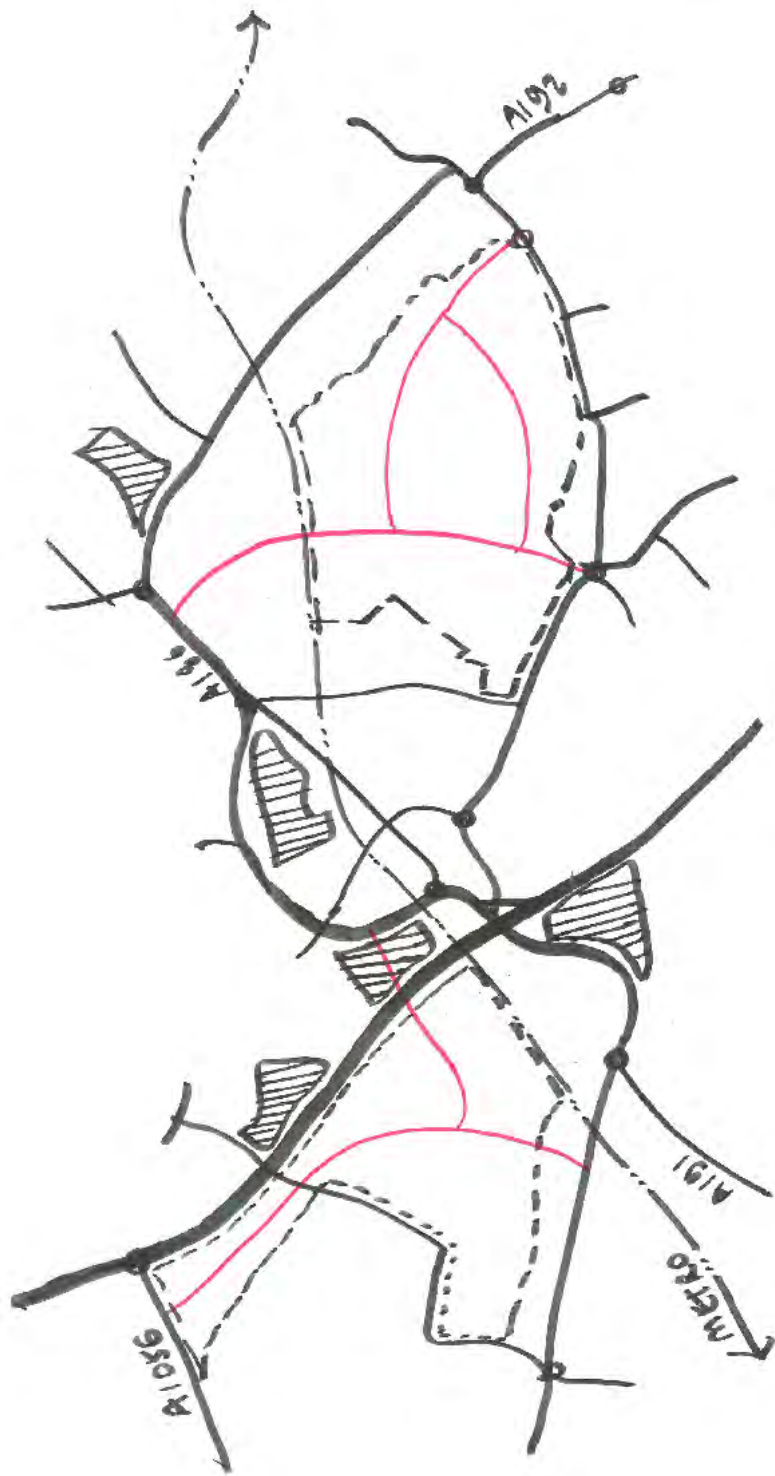
COUNTRYSIDE · COMMUNITIES · EMPLOYMENT · LEISURE



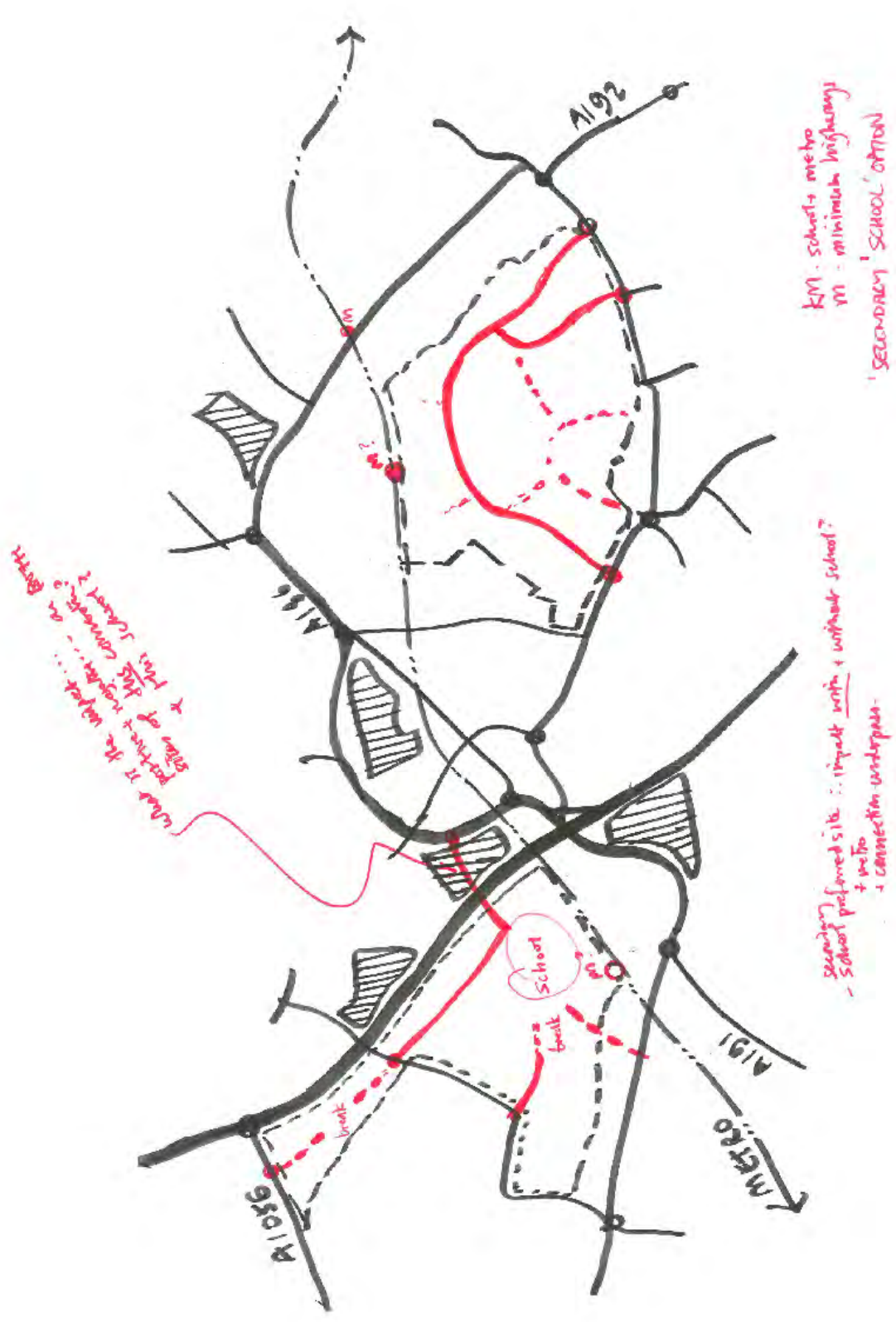
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24



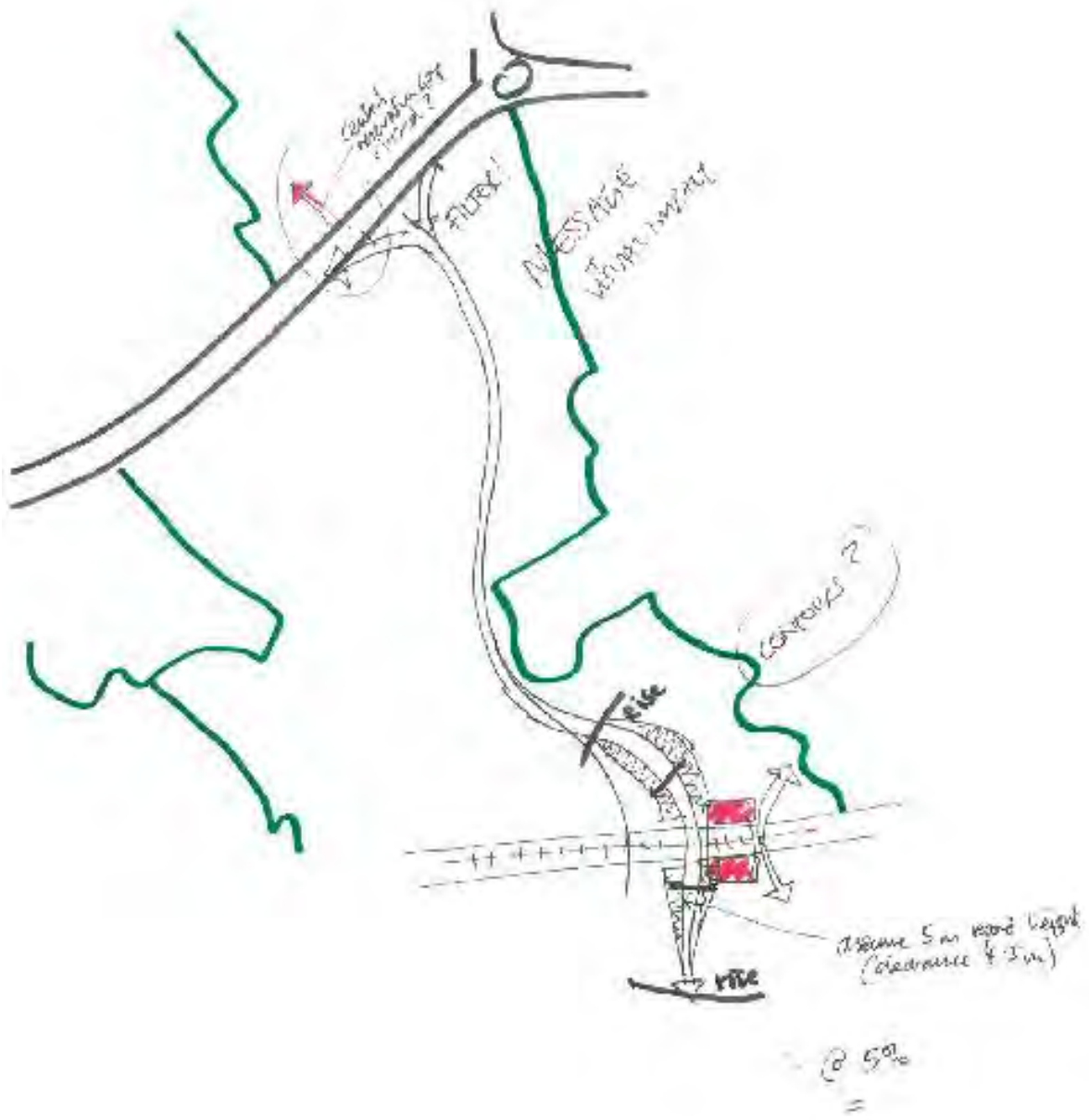
'CURRENT MASTERPLAN'

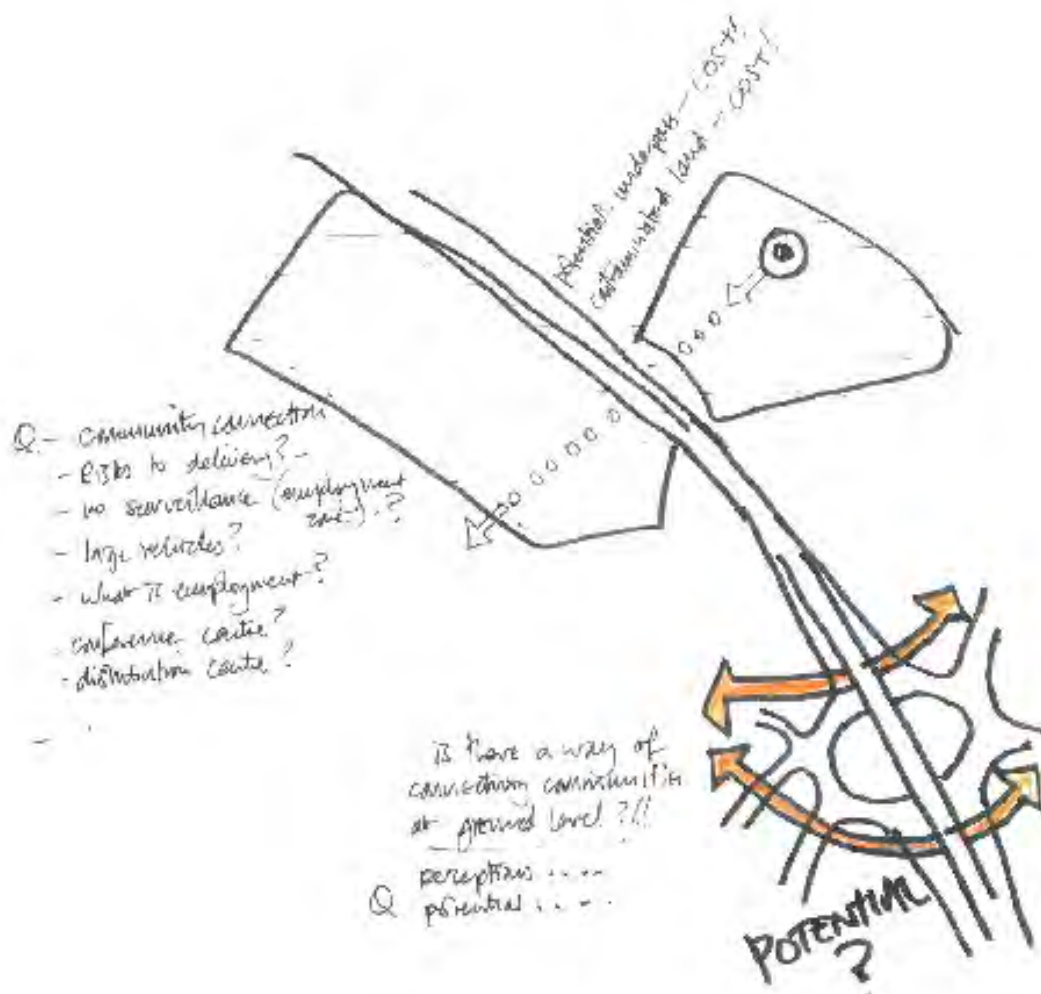


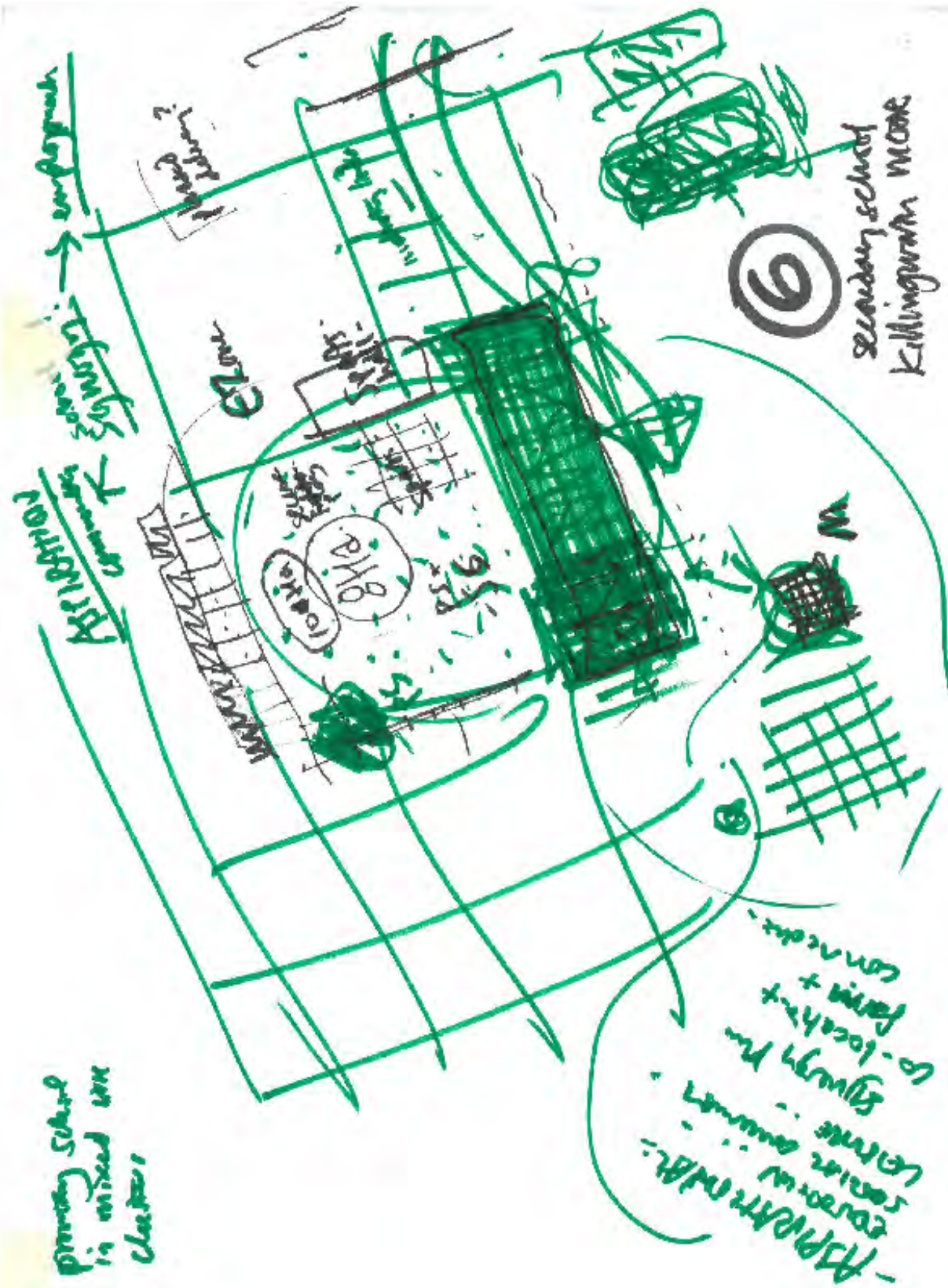
KM - Schwarz + metro
 M - minimale Highways
 'SECONDARY' SCHOOL OPTION

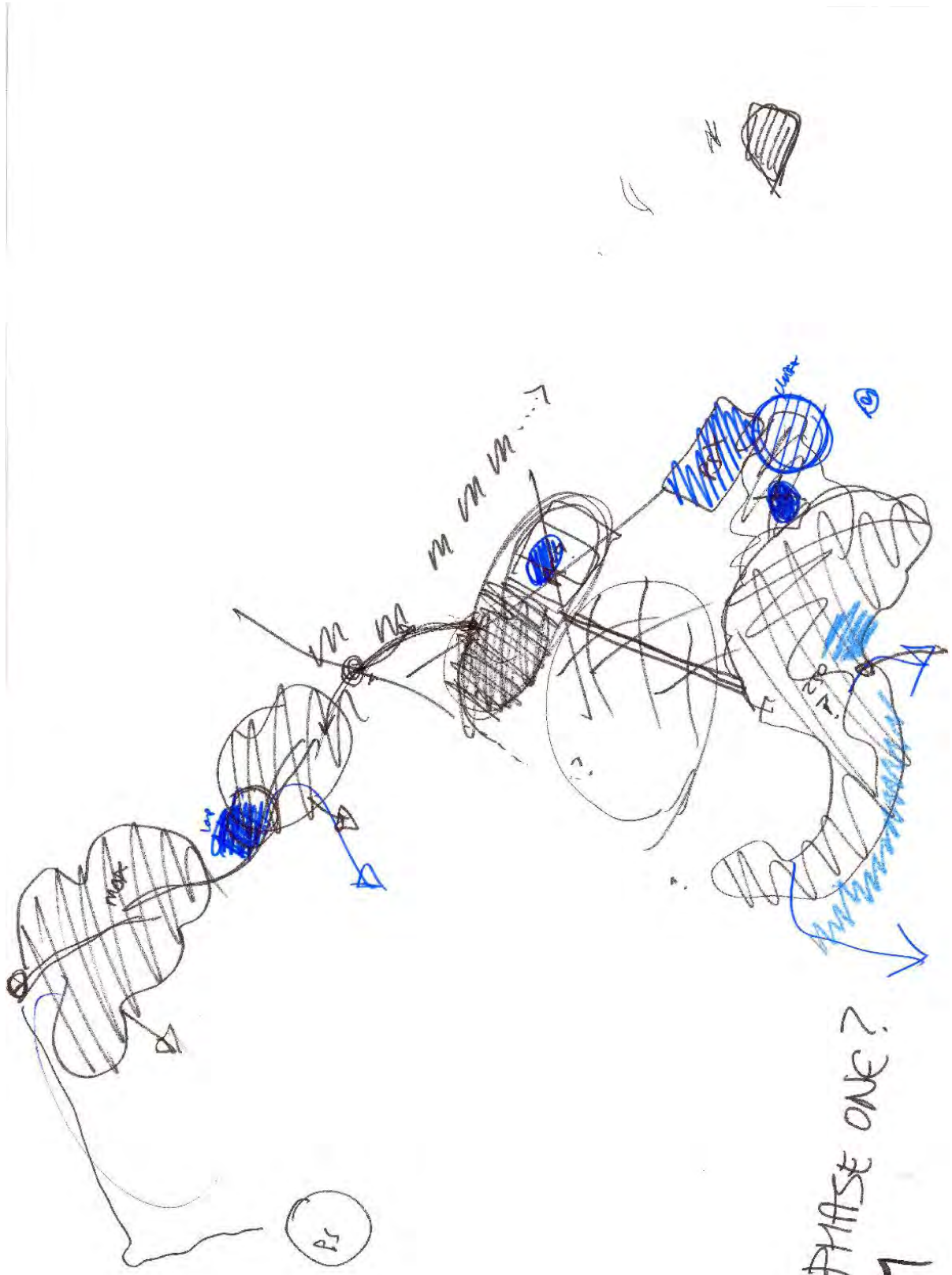
- Secondary preferred site: impact with + without school?
 + metro
 + connection underground

What if the water... on Berti
 reflect + register
 sites of the connecting
 + from Stewart?









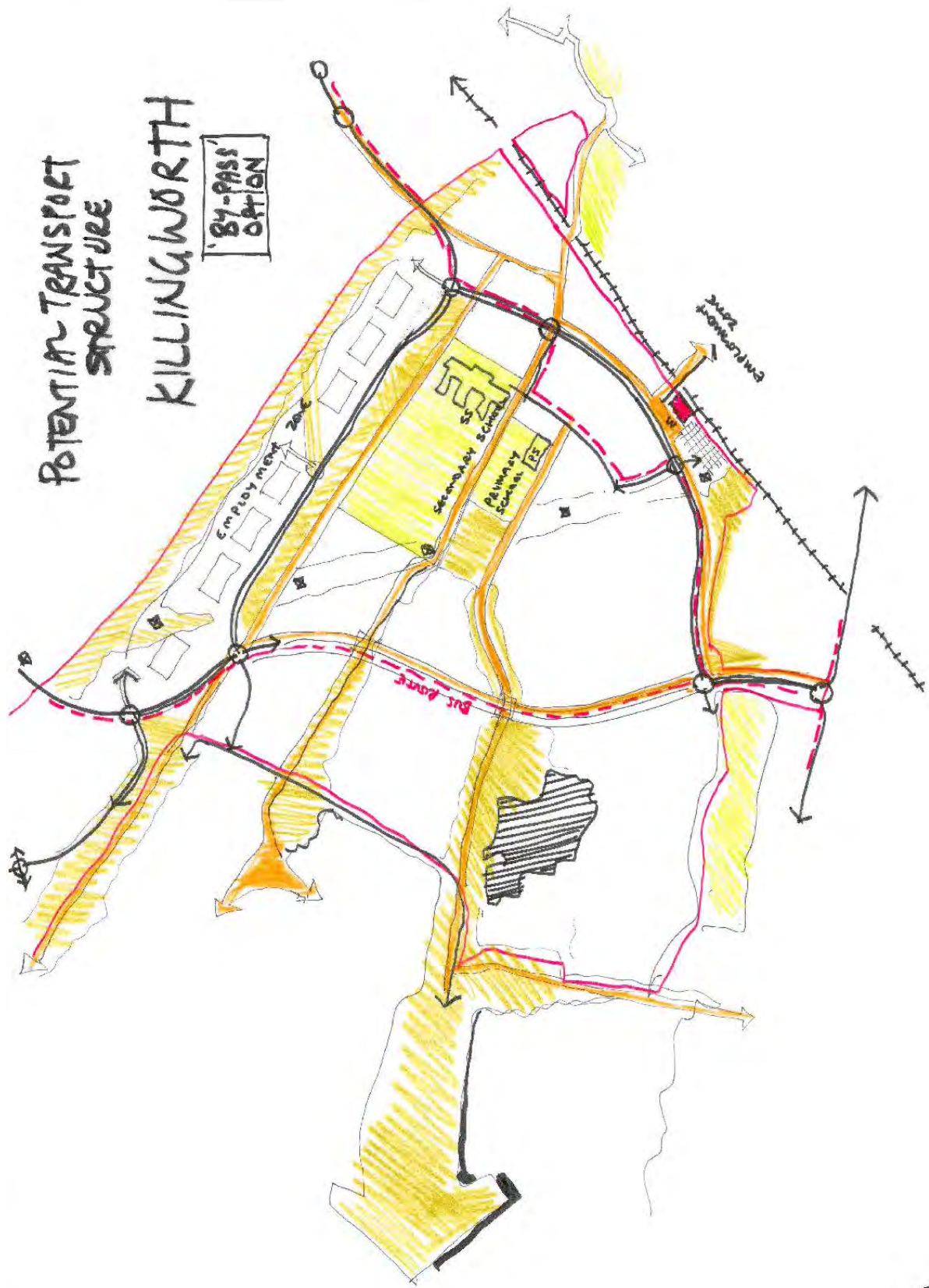
PHASE ONE?
27



POTENTIAL TRANSPORT STRUCTURE

KILLINGWORTH

'BY-PASS' OPTION



25A