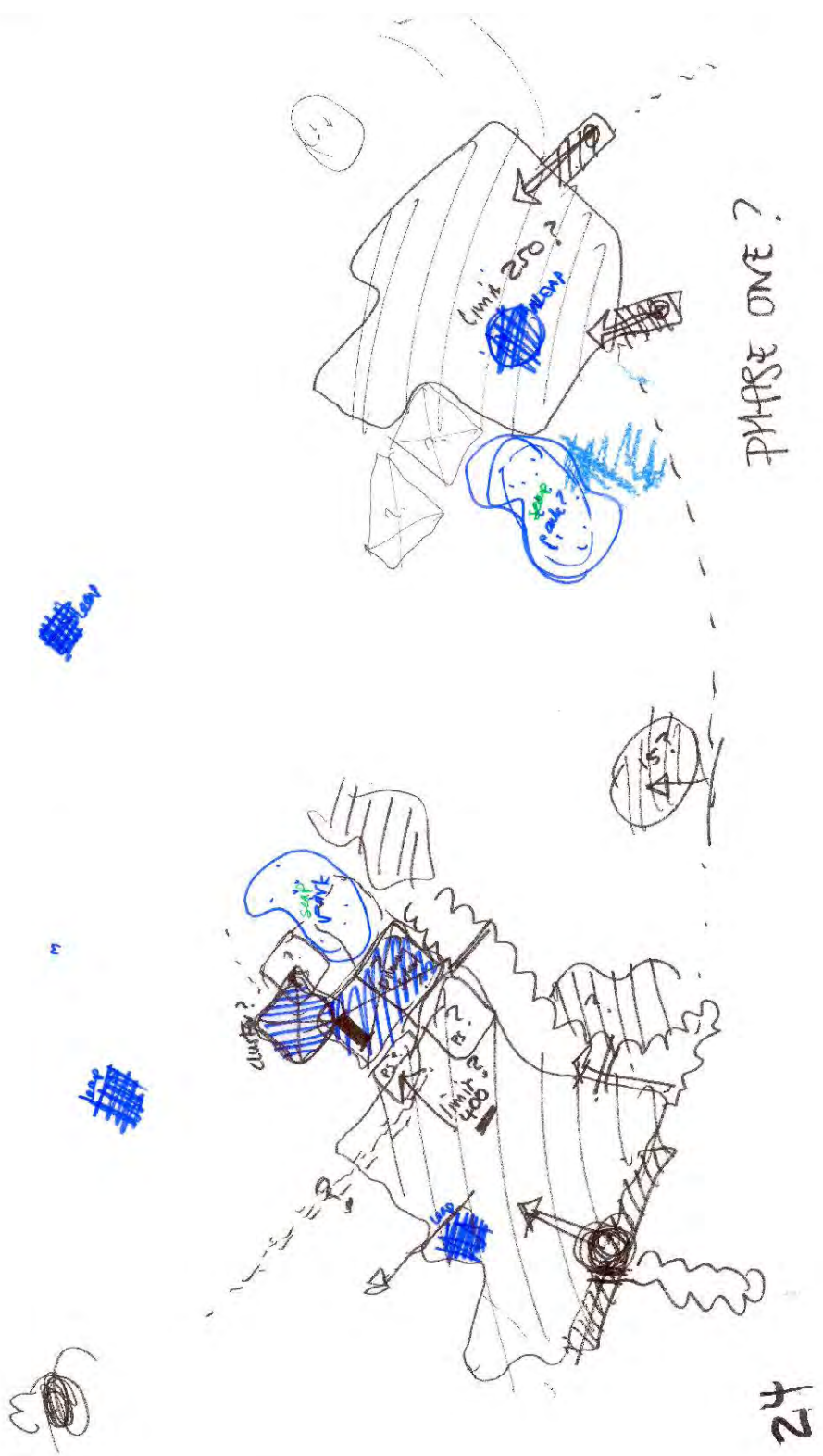


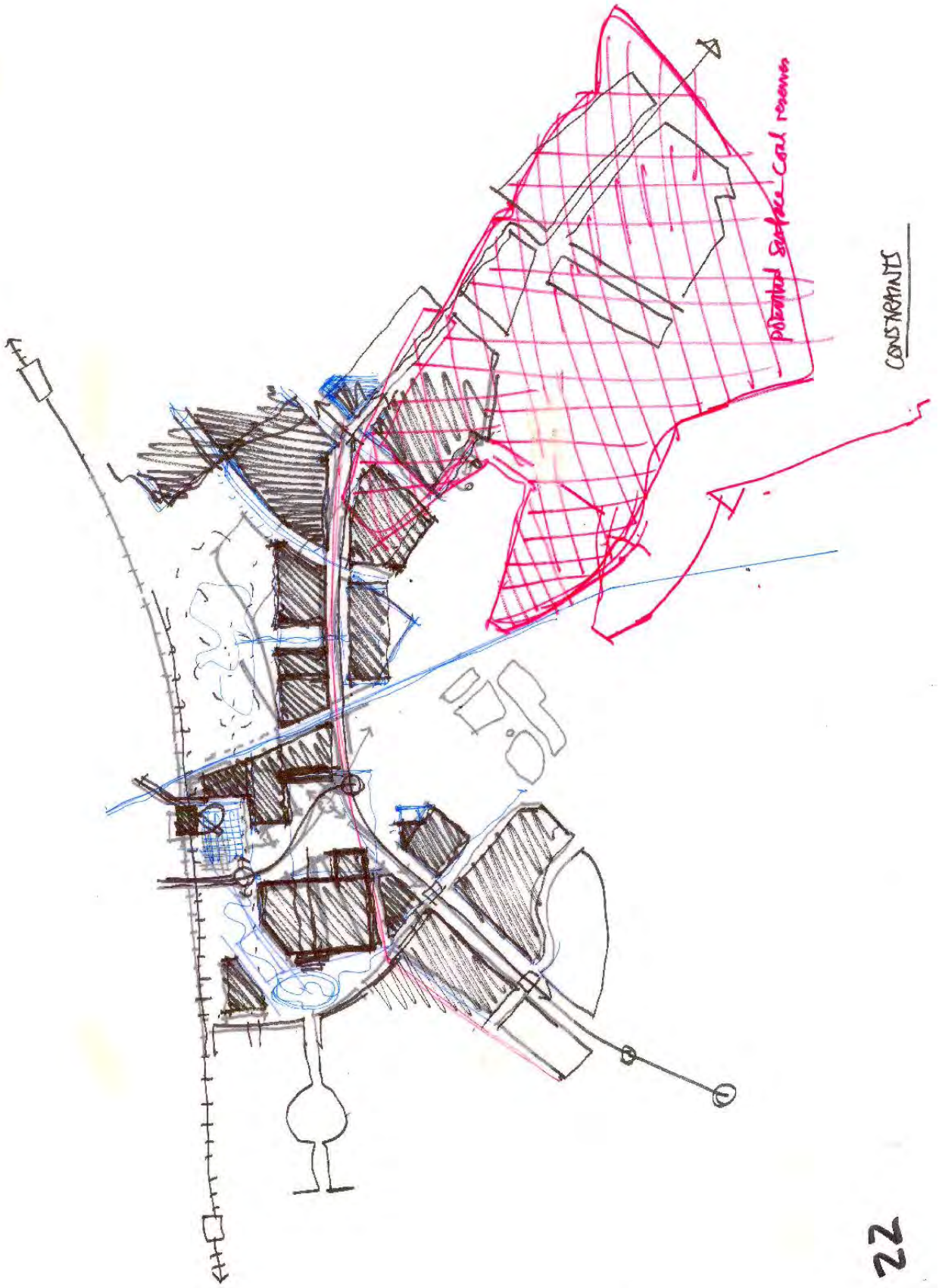
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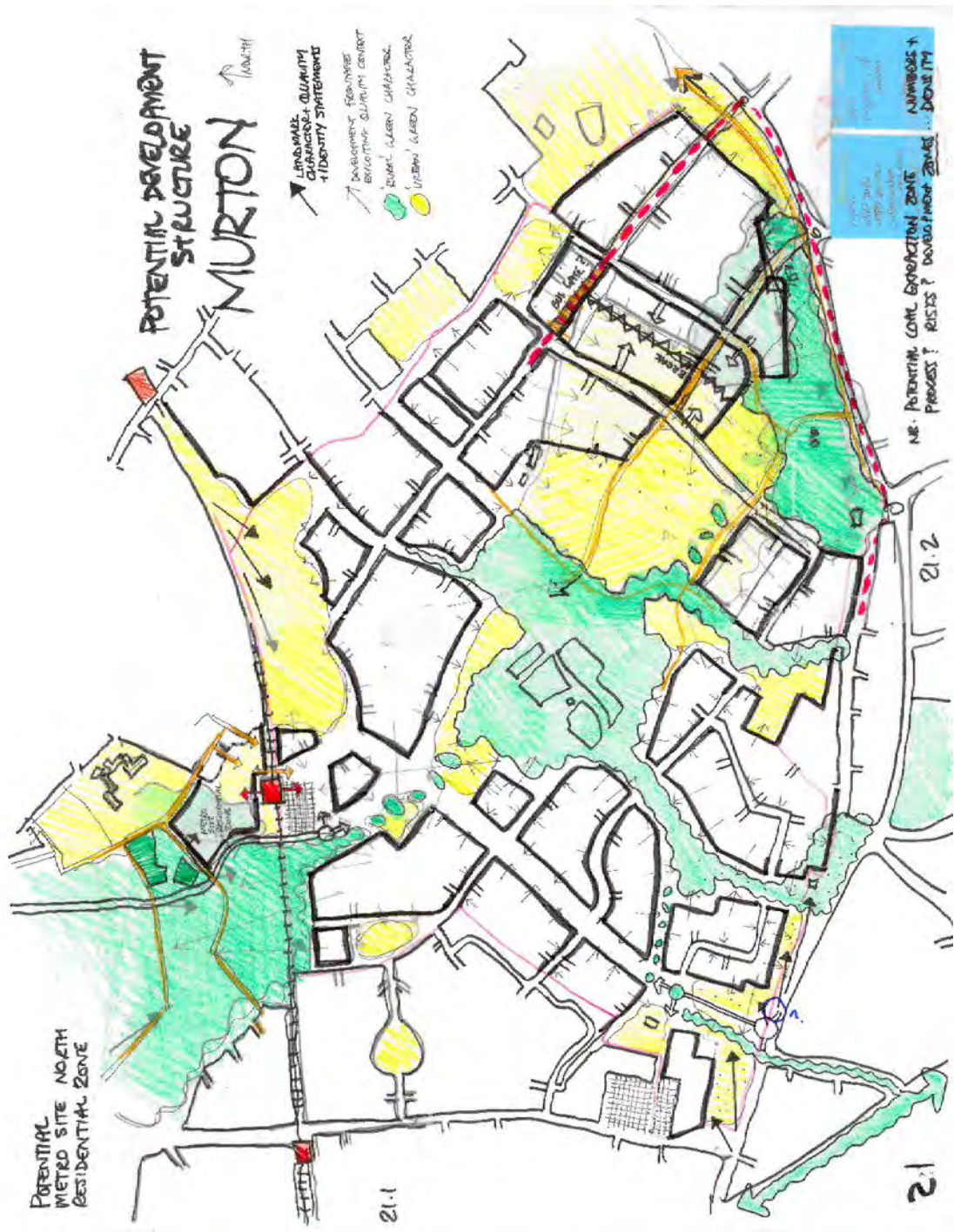
CONCEPT
MASTER PLAN
MURKTON

23



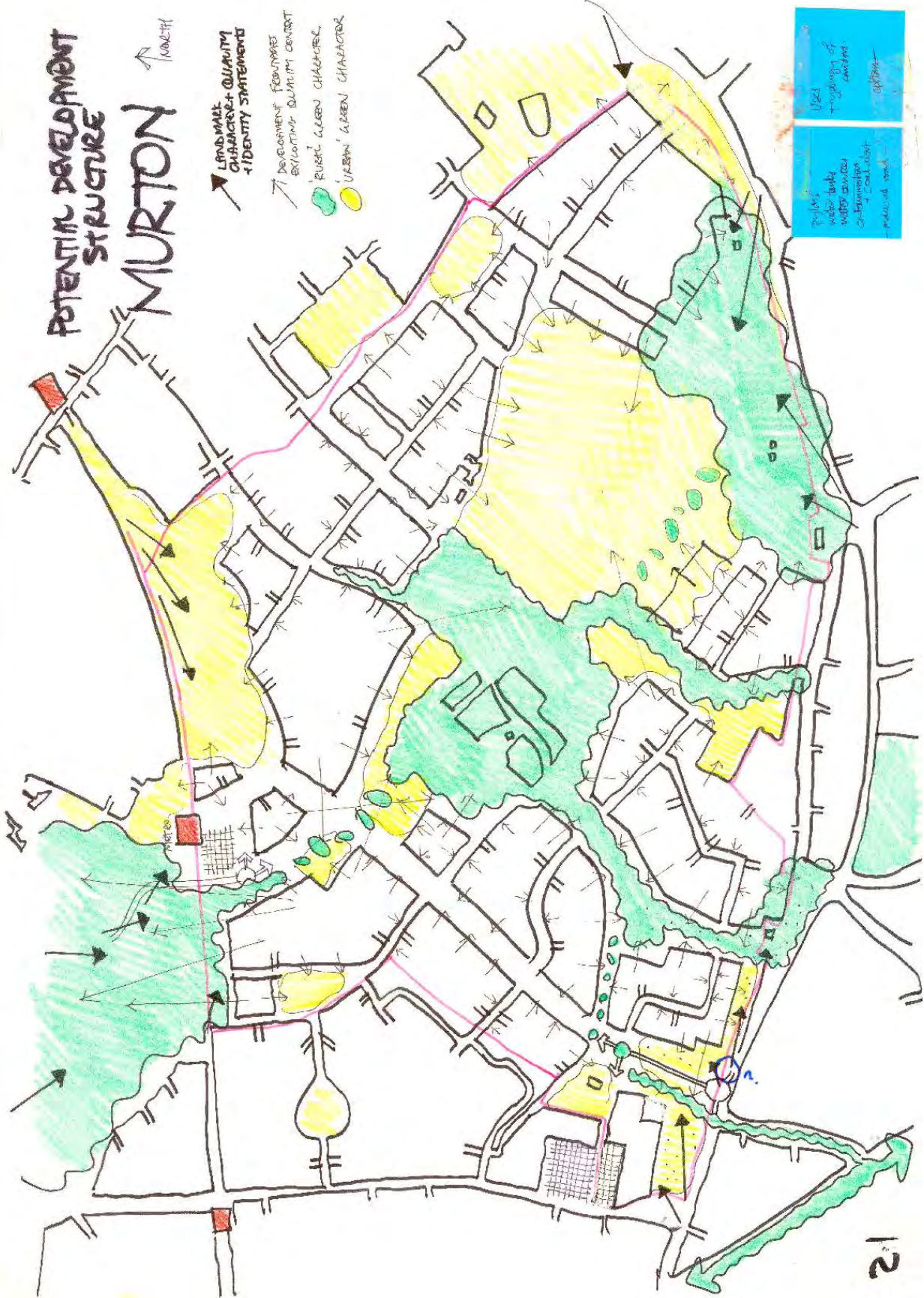
CONSTRAINTS

22



POTENTIAL DEVELOPMENT STRUCTURE MURTON

↑ NORTH



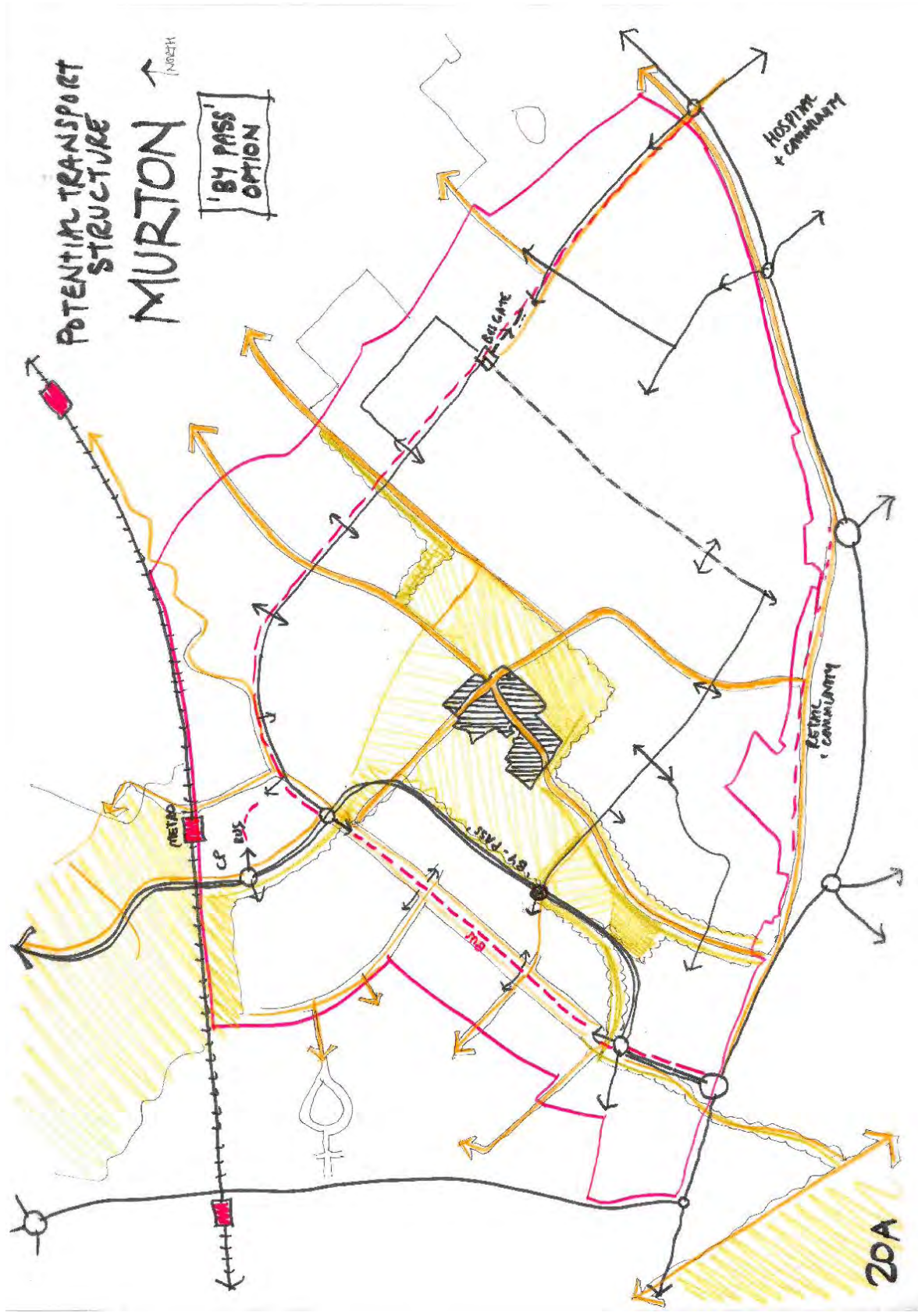
- LAND-USE CHARACTER + QUANTITY + IDENTITY STATEMENTS
- DEVELOPING FRONTIER EXISTING QUARTER CENTRE
- RURAL GREEN CHARACTER
- URBAN GREEN CHARACTER

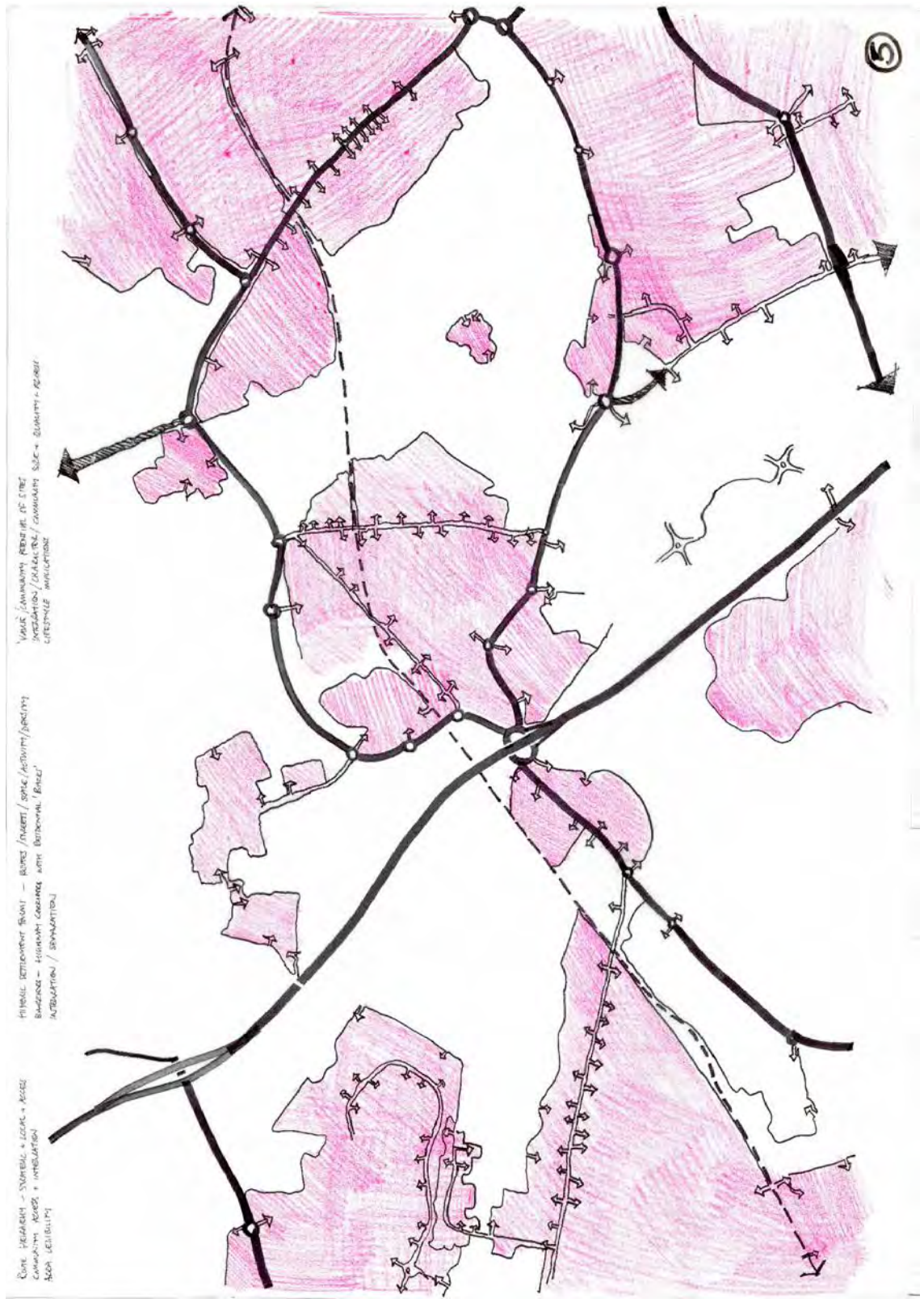
Useful
water body
with various
characteristics
of out-plant
- natural water

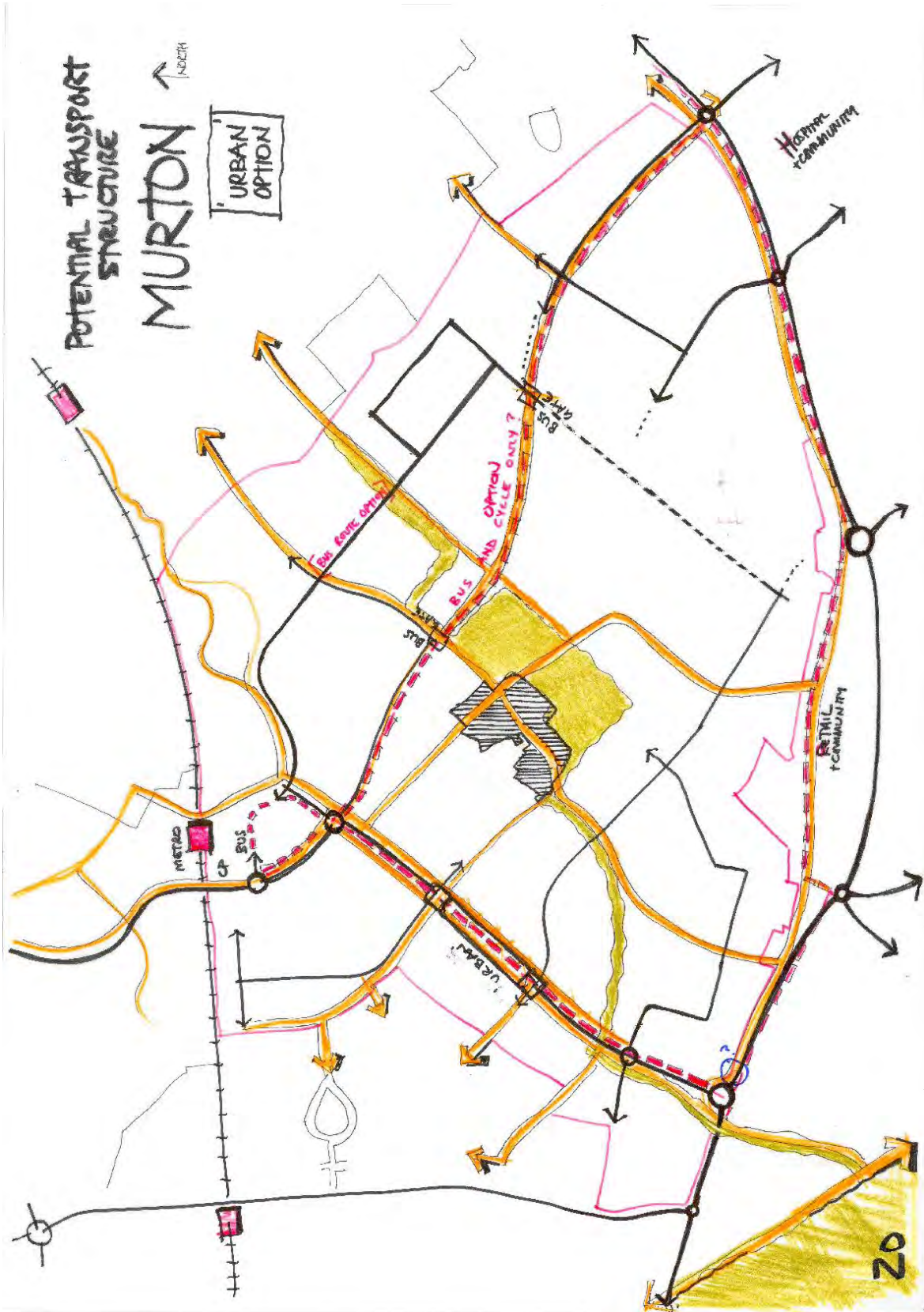
Useful
transition of
land use
- natural water

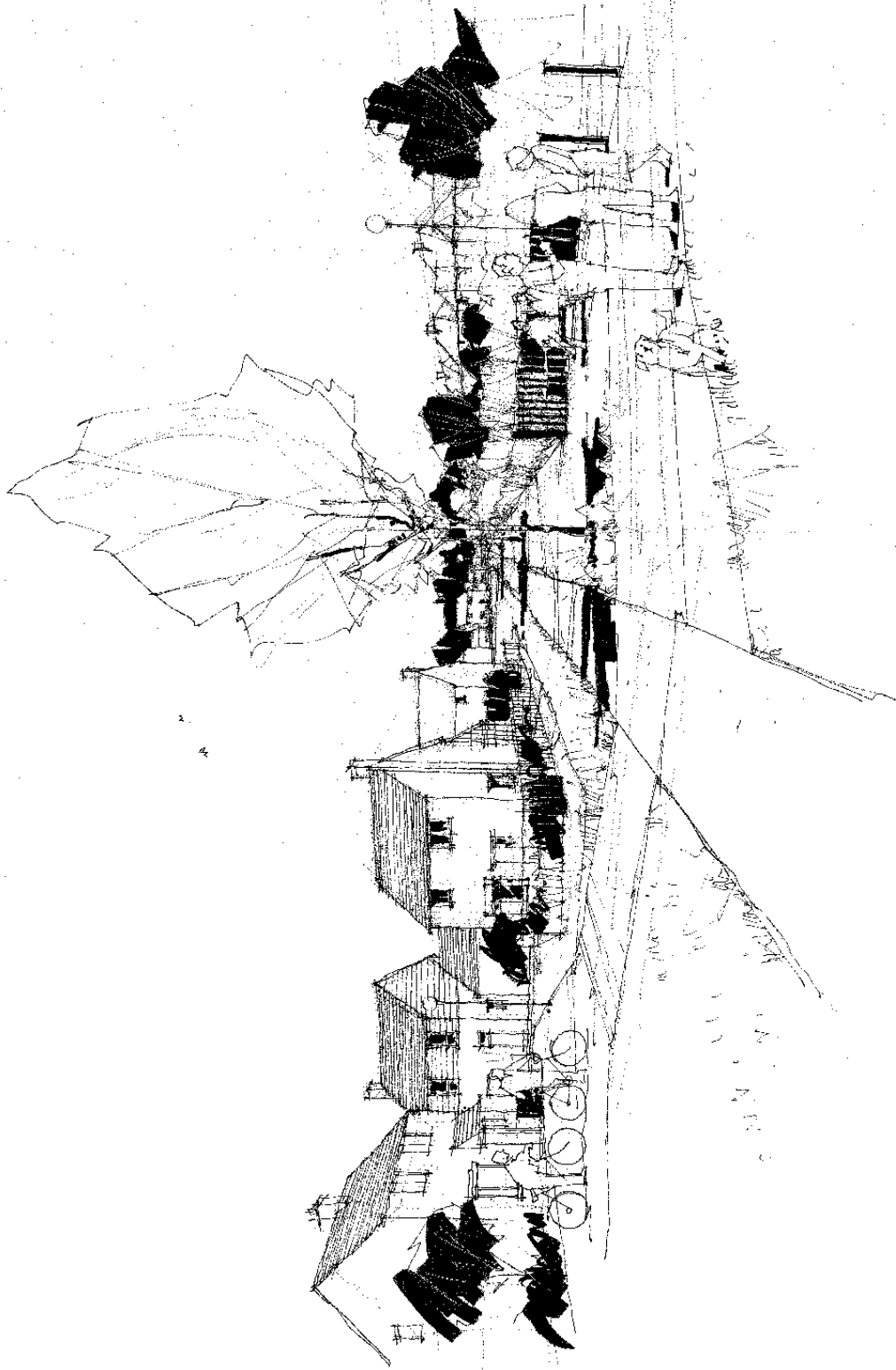
12



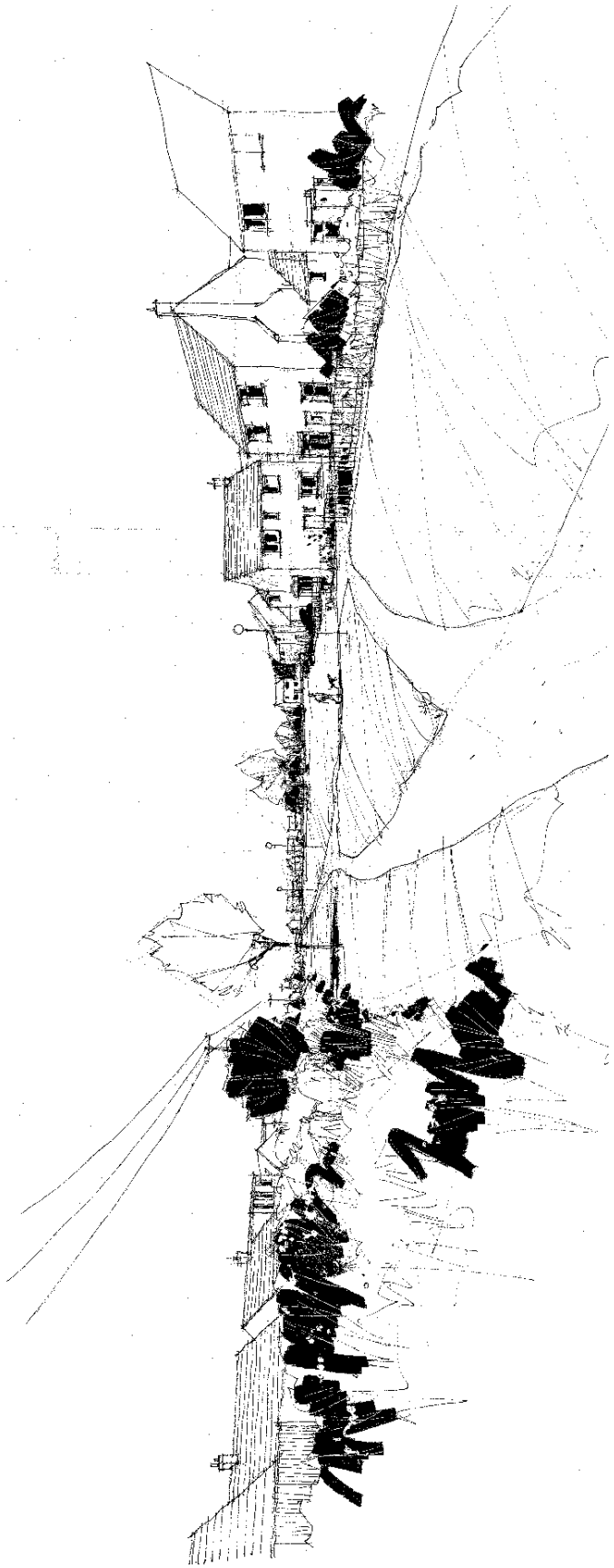


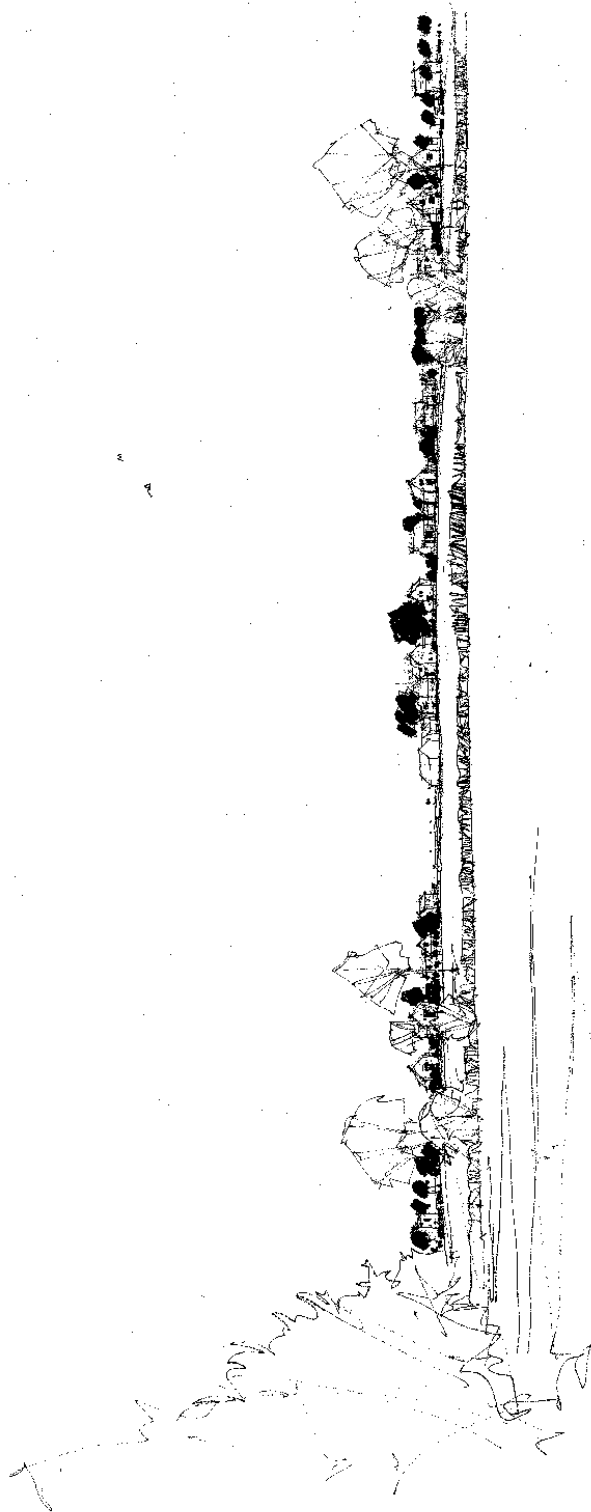






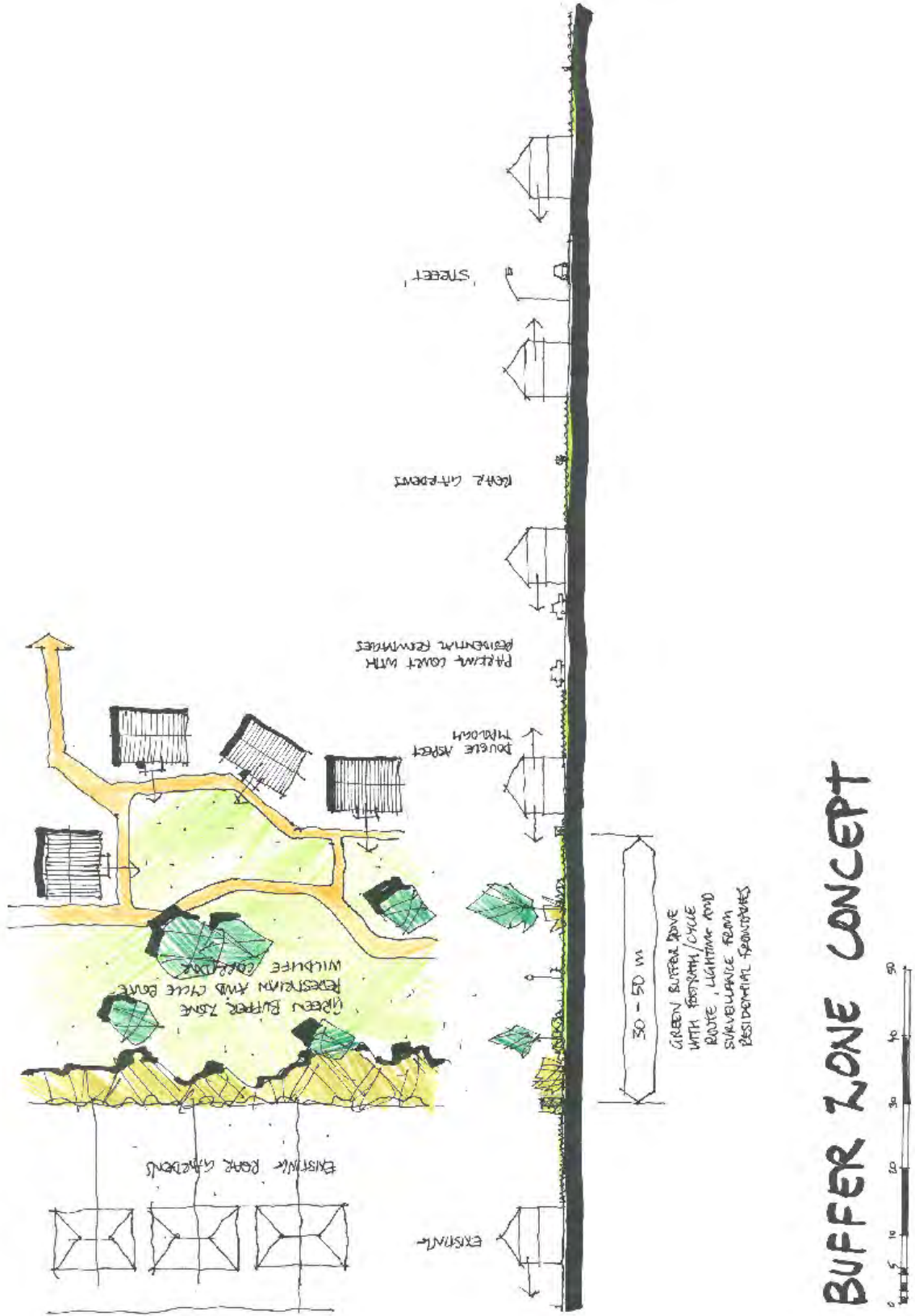
10/27





2

10



BUFFER ZONE CONCEPT



MURTON
DEVELOPMENT ZONES
+ PRINCIPAL HIGHWAY
ROUTES

Current Zone As 'Miscellaneous Development Sites'



**POTENTIAL
FIRST PHASE**

DRAFT

27th June 1982

RISKS

- Viability
- first phases
- effects upon masterplan

uses
placement
infrastructure

process

shapes

◆ HOUSING DELIVERY!

MURTON
DEVELOPMENT ZONES
+ MUNICIPAL HIGHWAY
ROUTES

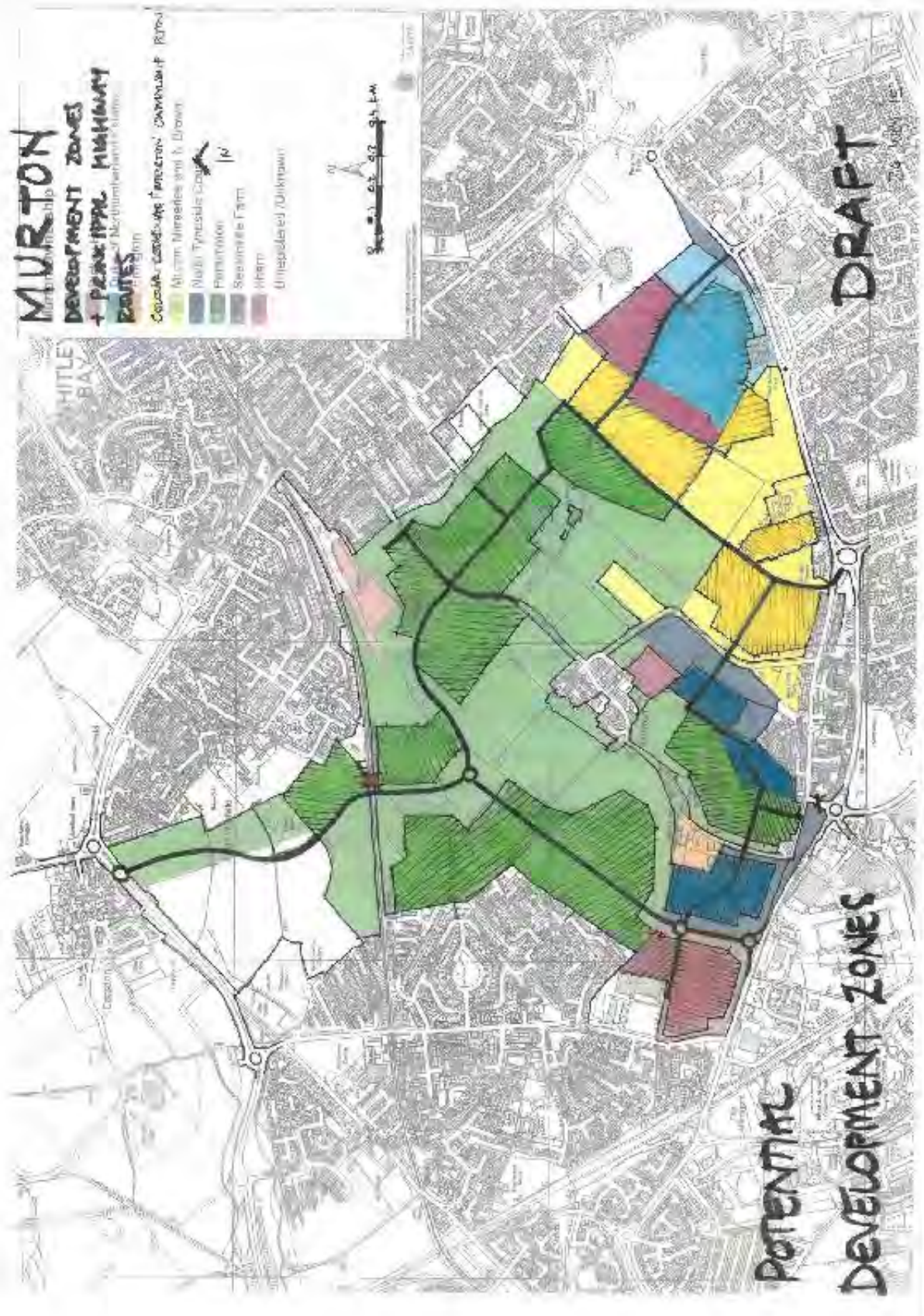
Consult. Comm. As. Municipal Development Study



**POTENTIAL
DEVELOPMENT ZONES**

DRAFT

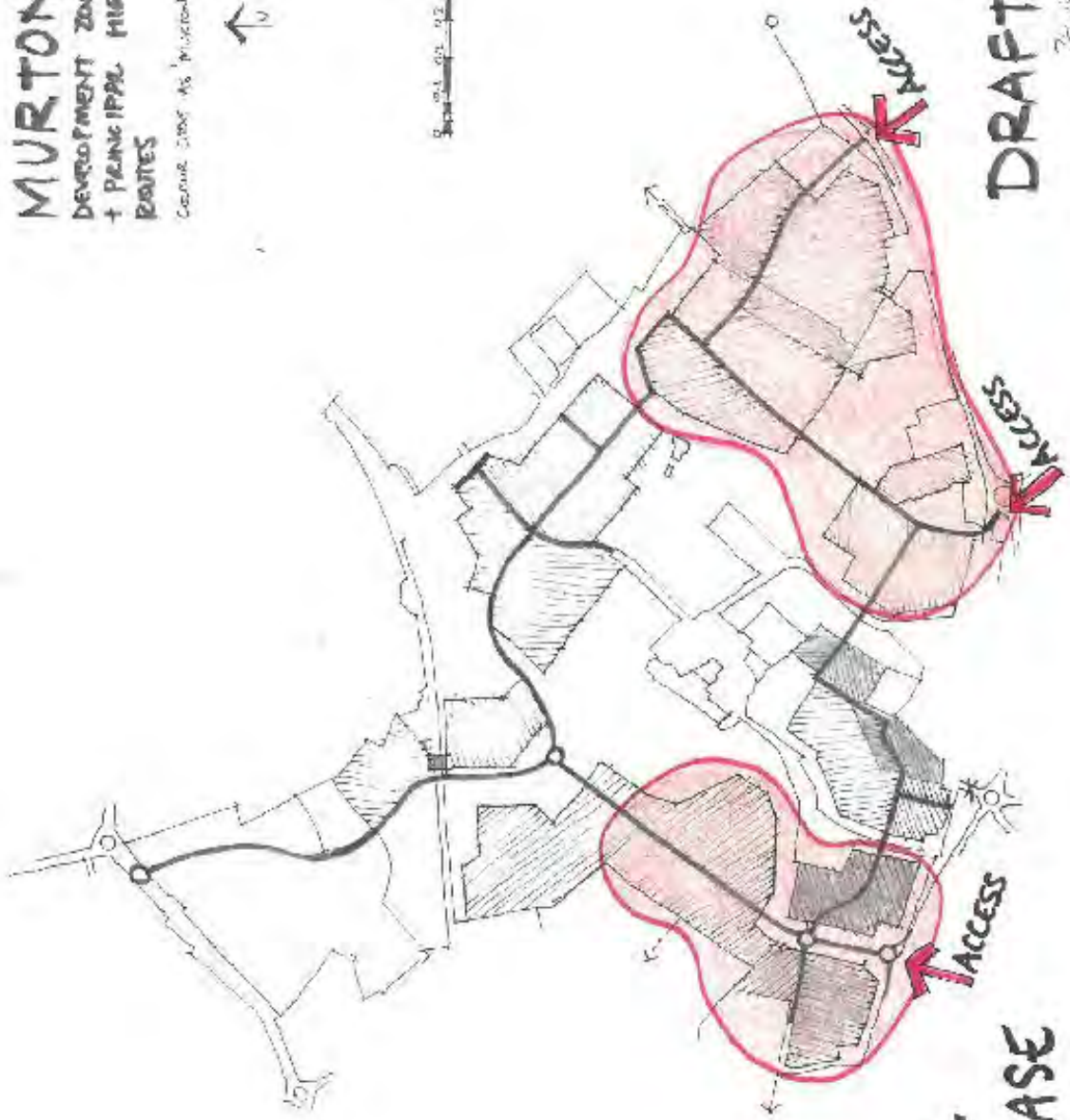
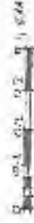
24 Jan 15



MURTON

DEVELOPMENT ZONES
+ PRINCIPAL HIGHWAY
ROUTES

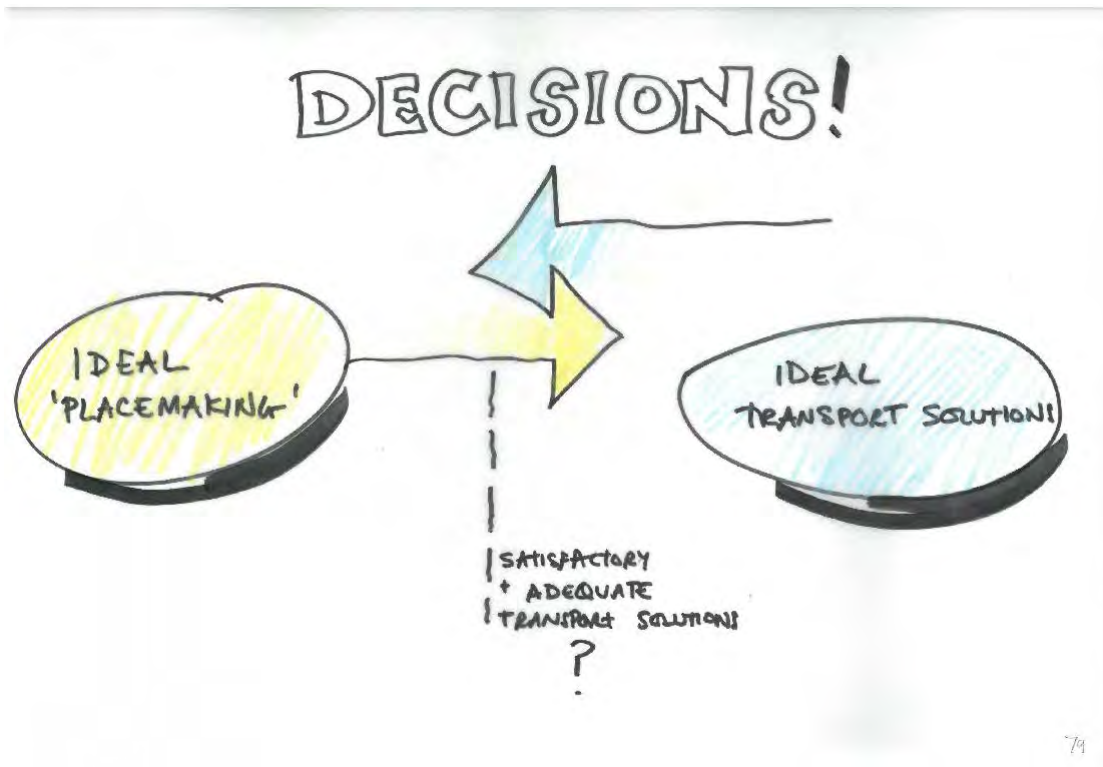
Source: 2005 MS Municipal Development Report



POTENTIAL
FIRST PHASE

DRAFT

24/04/18



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53

KILUNGWORTH NORTH ACCESS

POTENTIAL EARLY PHASE

- ESTABLISH 'PURE + CHARACTER'
- LINK WITH EMBUSHED COMMUNITY + RETAIL FACILITIES
- LINK WITH EX. BUS ROUTES



CAPACITY ?

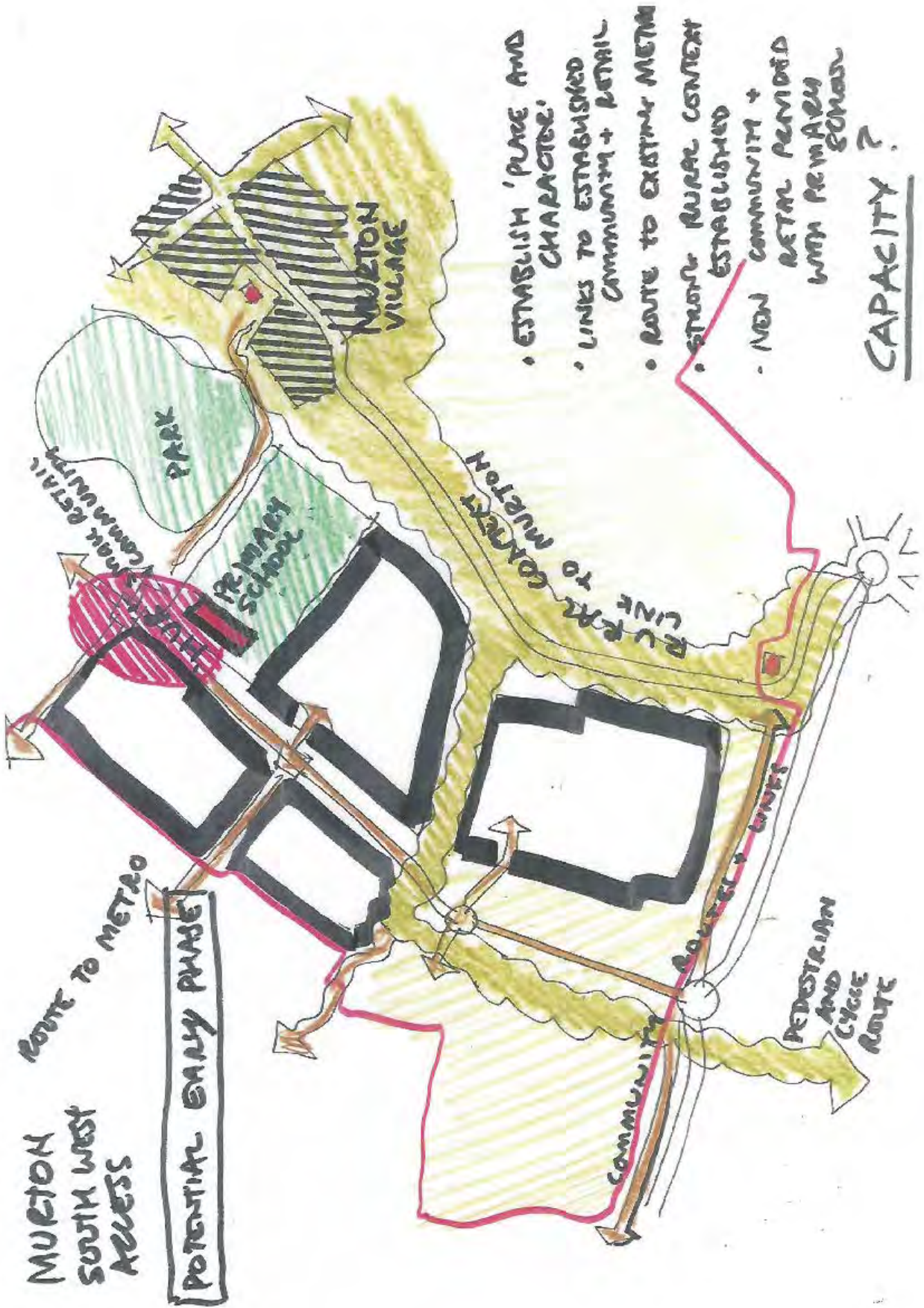
MURTON SOUTH EAST ACCESS

POTENTIAL EARLY PHASE

- ESTABLISH 'PURE + CHARGED' COMMUNITY LINES + KACU STREETS
- NEW LEISURE PARKLAND + PLAY
- ACCESS TO EXISTING BUS ROUTES



CAPACITY ?



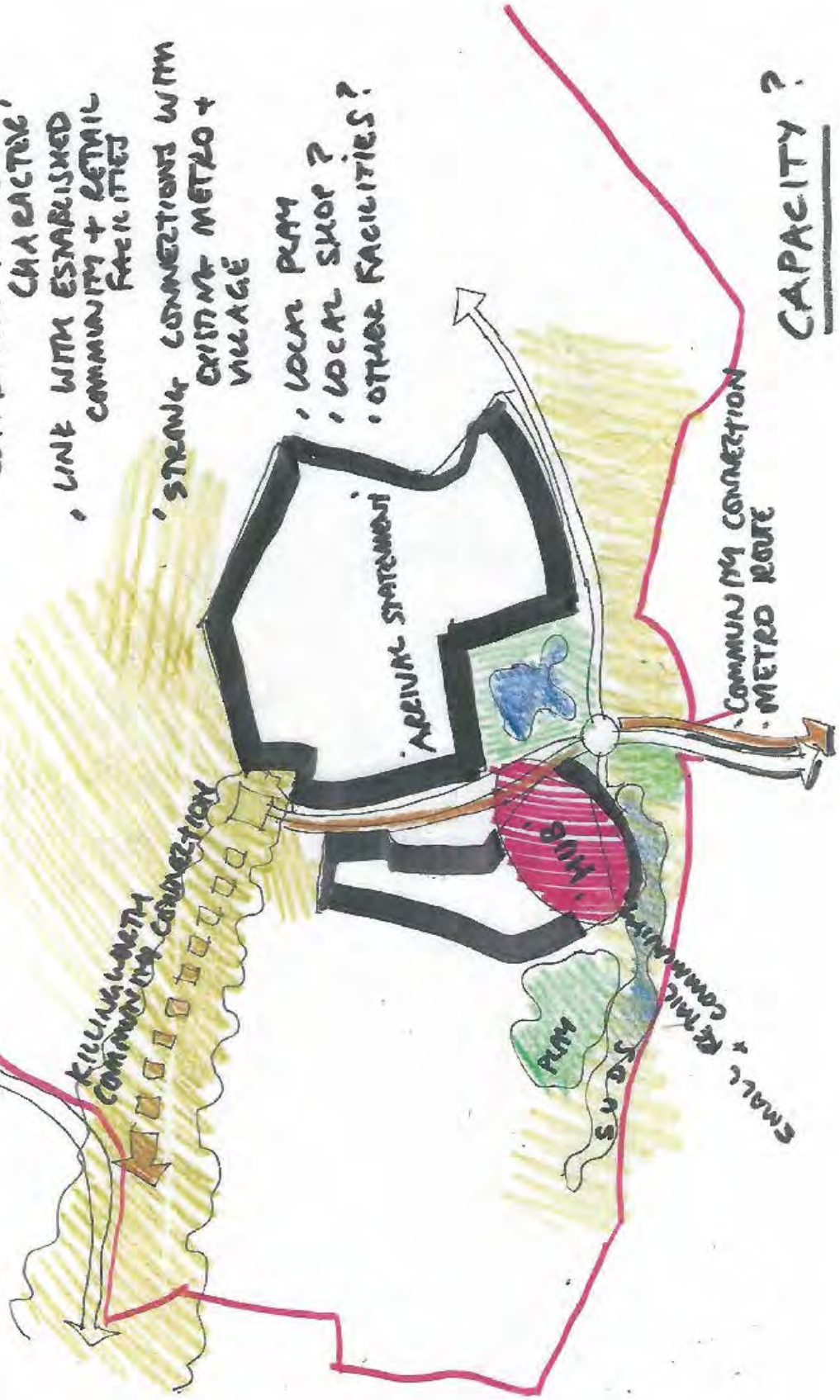
- ESTABLISH 'PLACE AND CHARACTER'
- LINKS TO ESTABLISHED COMMUNITY + RETAIL
- ROUTE TO EXISTING METAO
- STRONG RURAL CONTEXT ESTABLISHED
- NEW COMMUNITY + RETAIL PROVIDED WITH REMAINING SPACES

CAPACITY?

KILINGBETH SOUTH ACCESS
OPTION A

POTENTIAL Early PHASE

- ESTABLISH 'PLACE' + CHARACTER'
- LINK WITH ESTABLISHED COMMUNITY + RETAIL FACILITIES
- STRONG CONNECTIONS WITH EXISTING METRO + VILLAGE
- LOCAL PLAY
- LOCAL SHOP?
- OTHER FACILITIES?



CAPACITY?

PHASE 1 MURTON

POTENTIAL?
CAPACITY?



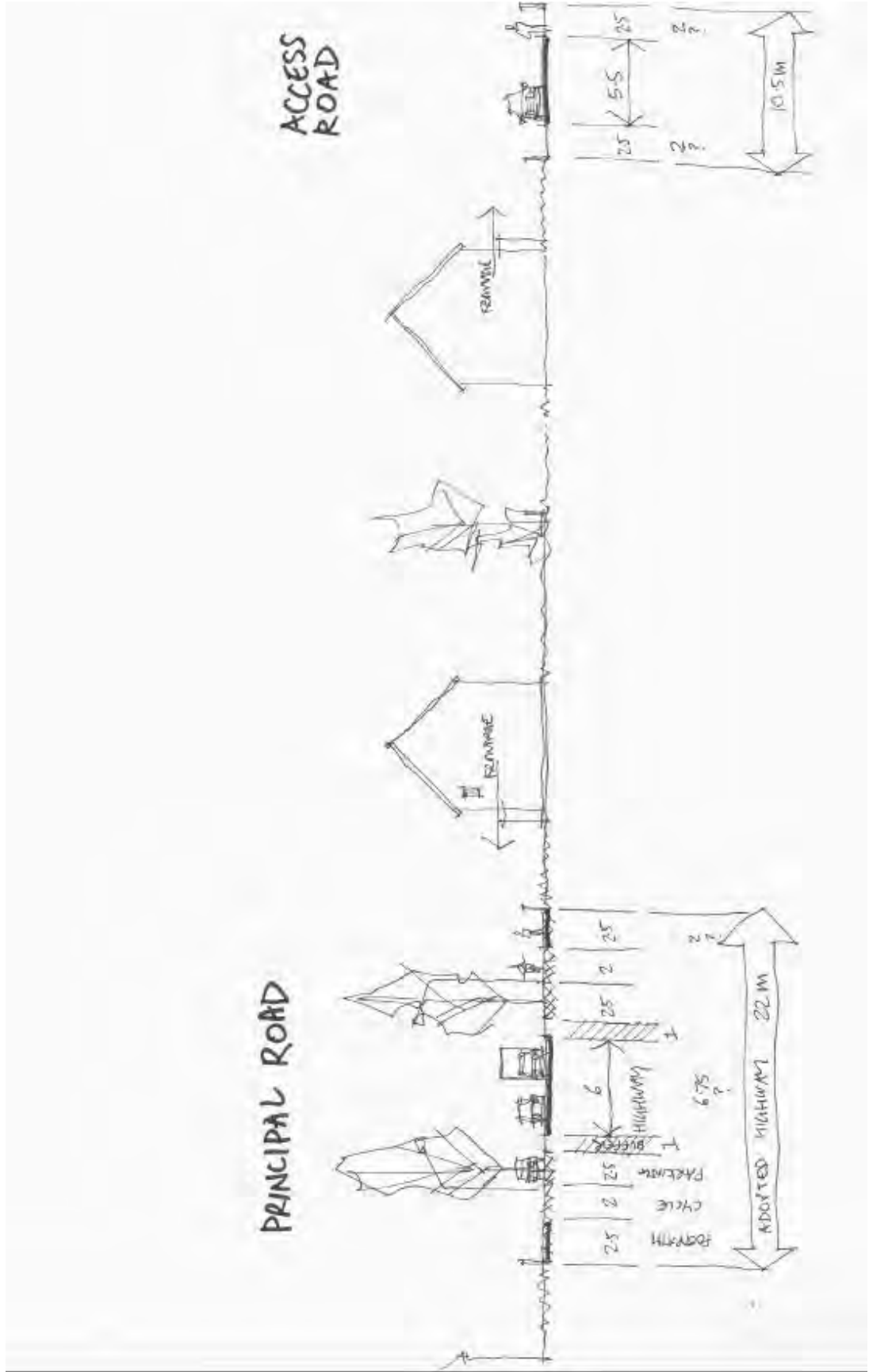
PHASE ONE?
Single points of access - Cal de Sac limits -

PHASE I KILLINGWORTH

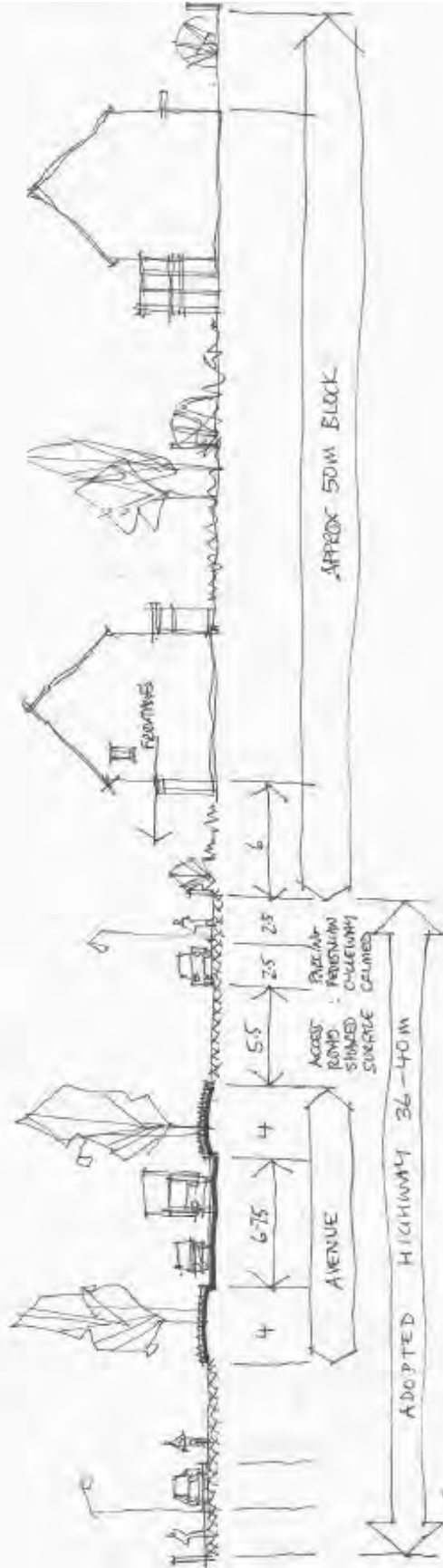
POTENTIAL?
CAPACITY?

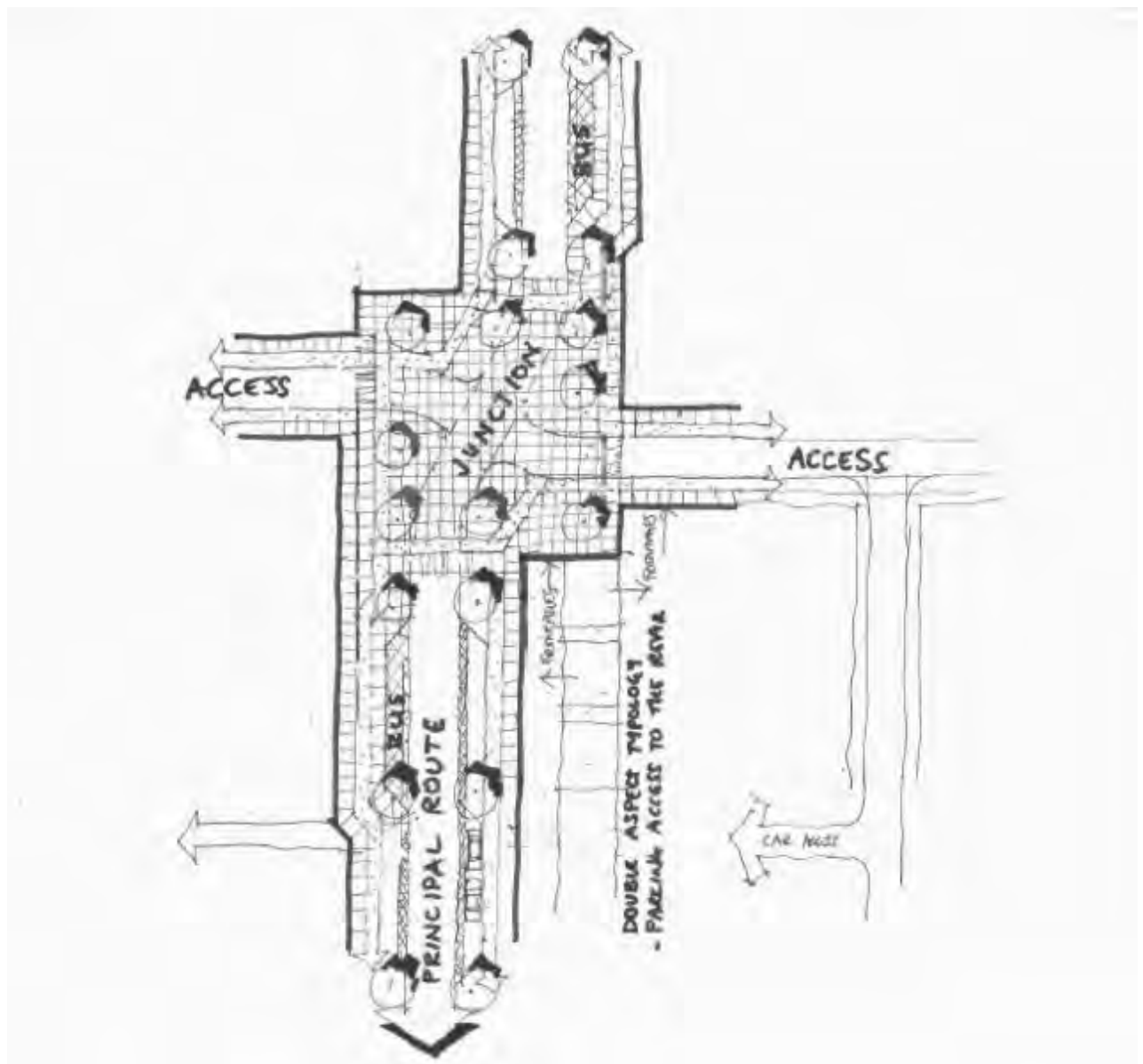


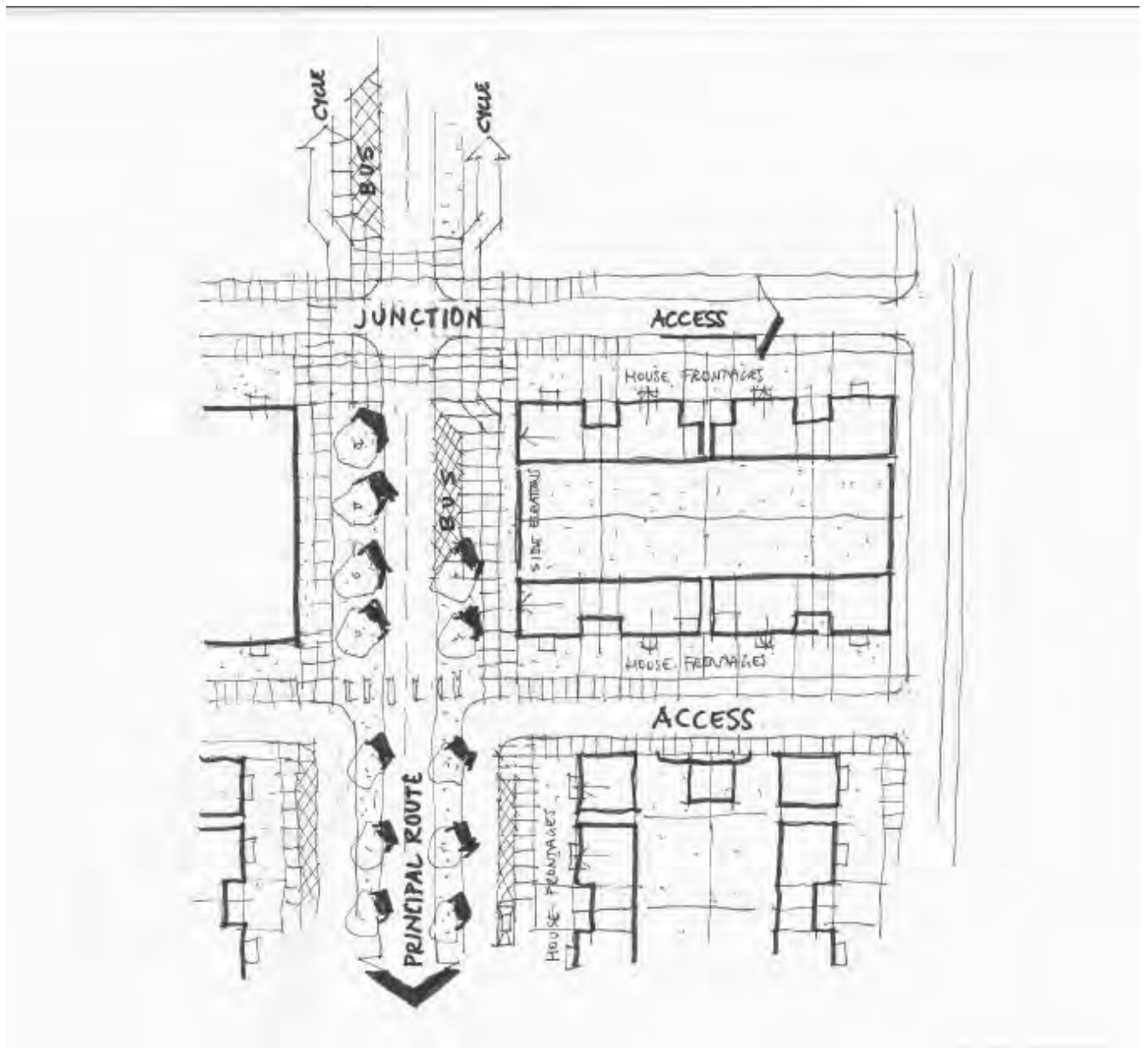
PHASE ONE?
27



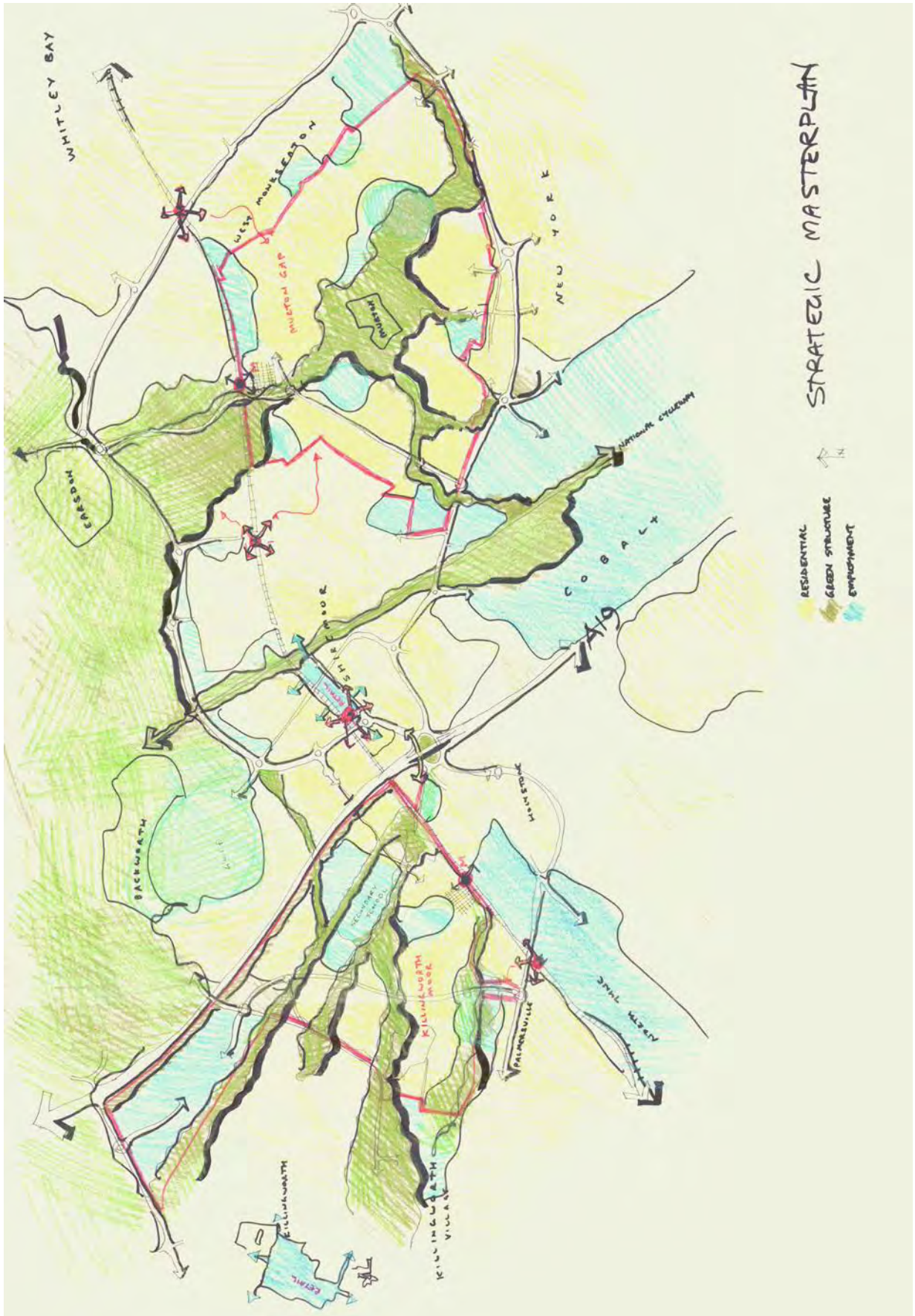
PRIMARY VEHICULAR CORRIDOR





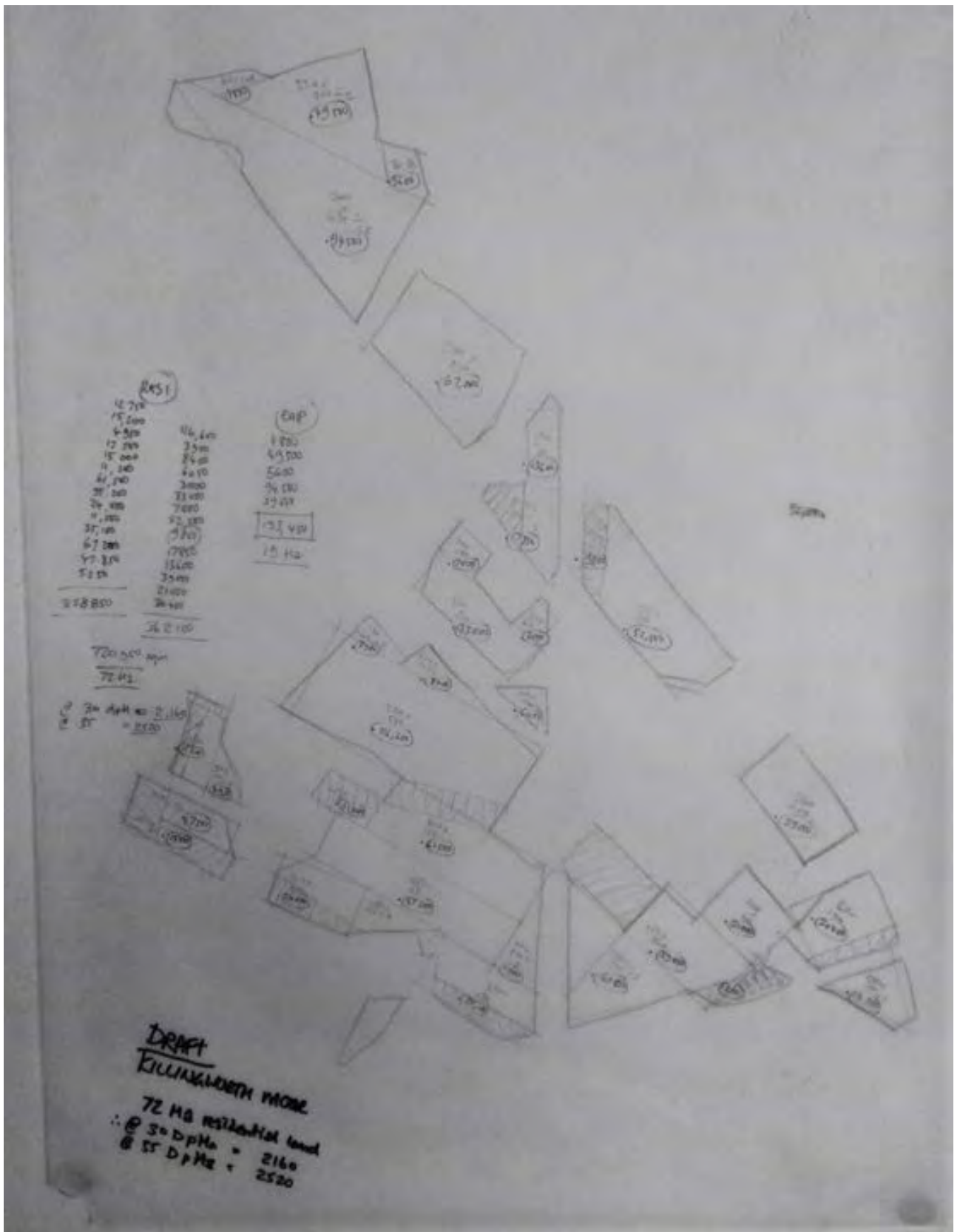


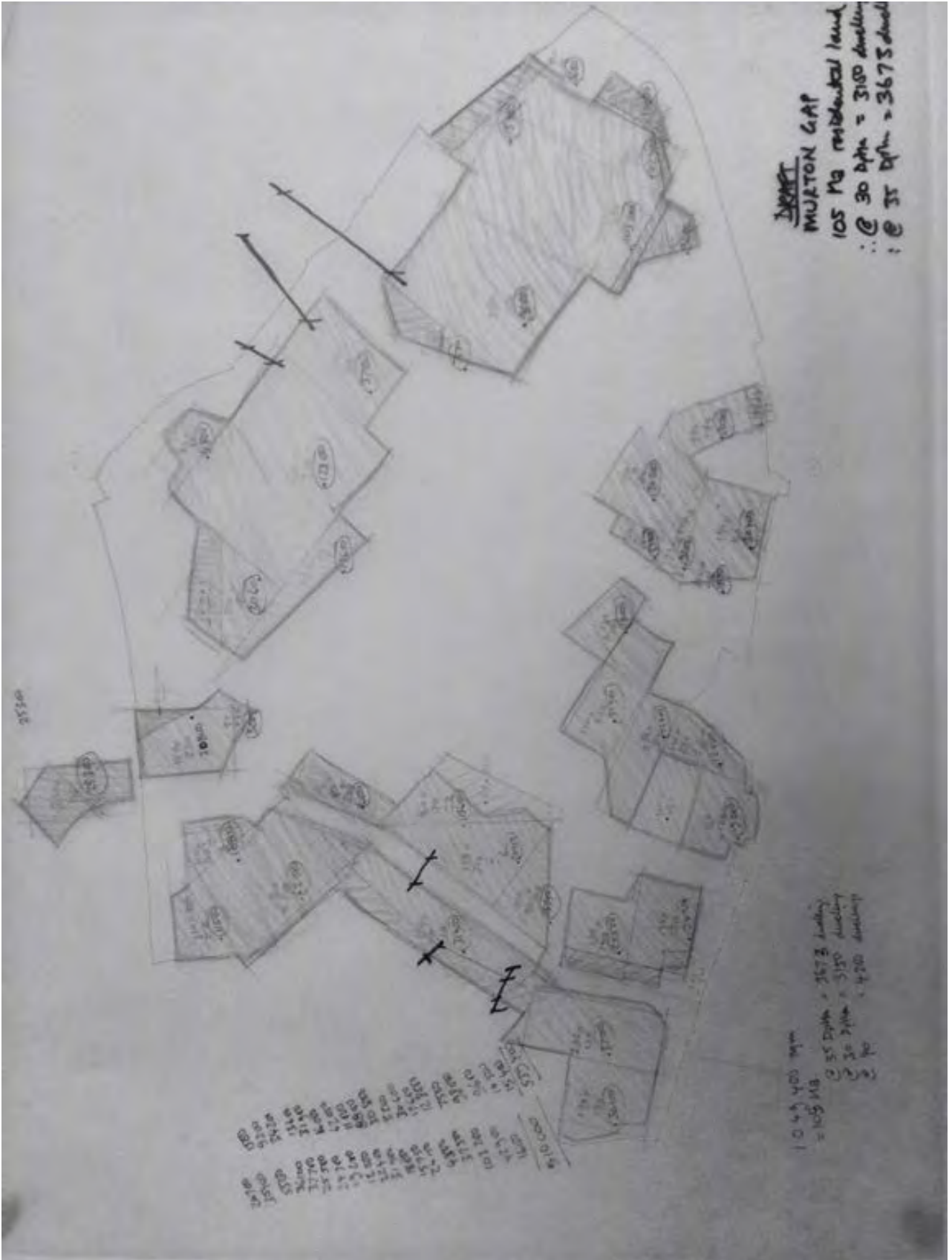




STRATEGIC MASTERPLAN









afford in detail:

- N-S spine route - use public corridor: OK but use landscape design mitigation measures to screen towers rather than built structure
- OK road to Killisnoak village demerged OK
- South access to limit noise
- Link uses existing highway - comments? ?

METRO - land title for proposed P+R + club + direct route for walking link south - METRO - poor bus access call de fac community like underpass has poor surveillance approach + (ex ATG) - use layout recommendations, residential streets to align safe alternative routes for school children, park + recycle connection + this allows employment

village community uses P+R + road a small number of houses with poor safe route connection + will be isolated until the SS is delivered. PS will be utilized and not connected to first phase...



DETAILED COMMENTS FOR DISCUSSION
Killingworth, 5 Apr 15

Killingworth: North Tyneside

Masterplan: 1:5000 @ A1

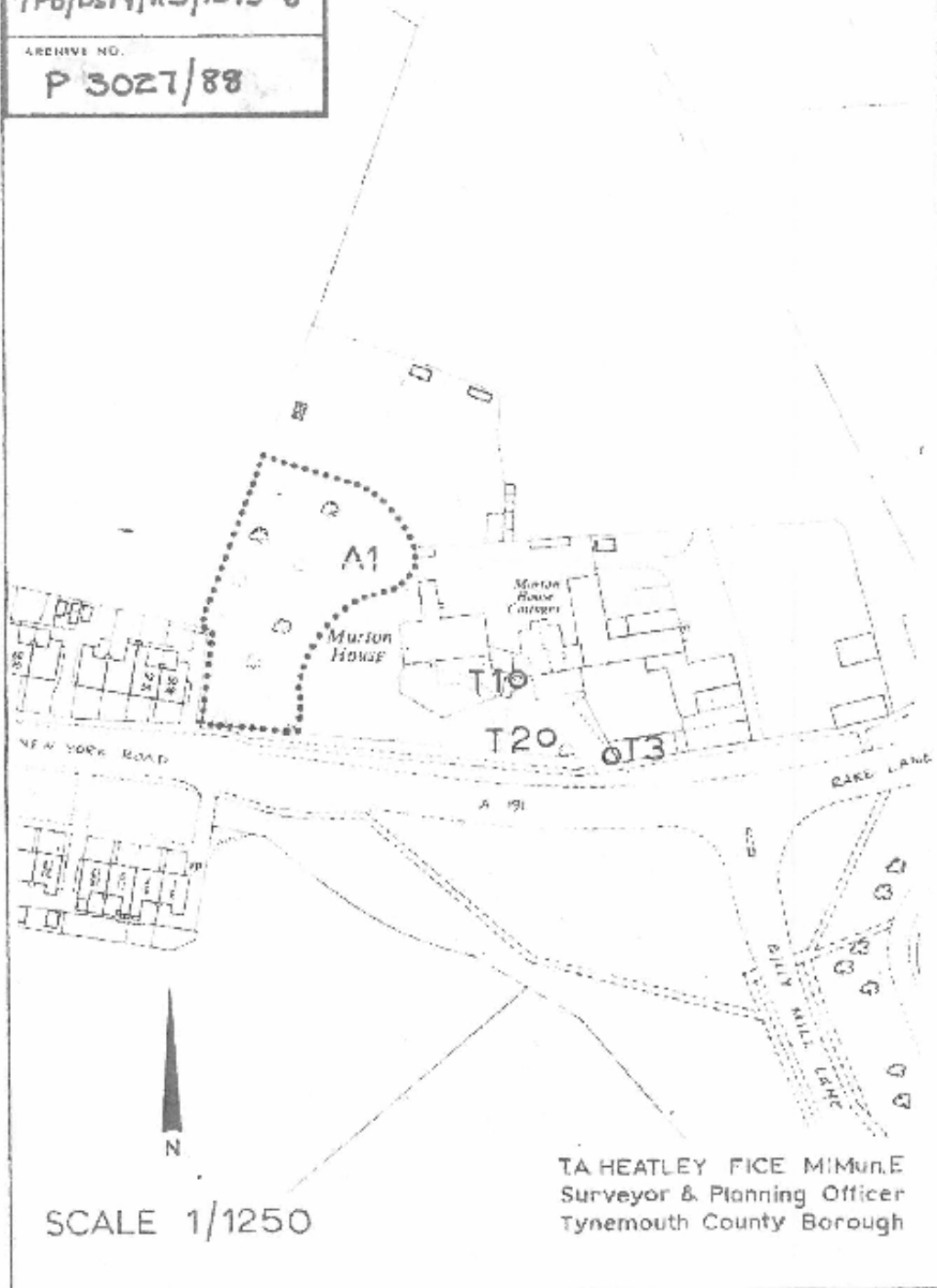
THE TYNEMOUTH (MURTON HOUSE, NEW YORK)
TREE PRESERVATION ORDER 1969

NORTH TYNESIDE M.B.C
ARCHITECTS' DEPT.

P 3027/88

DRAWING NO.
TPO/DSTY/A3/1379-6

ARCHIVE NO.
P 3027/88



MURTON

DEVELOPMENT ZONES
+ PRINCIPAL HIGHWAY
ROUTES

CONTOUR CODE AS 'MURTON CHAIRSHIP PTN'



0 0.1 0.2 0.3 0.4 KM



POTENTIAL
DEVELOPMENT ZONES

GREEN INFRASTRUCTURE
DRAFT
CONCEPT 24 JULY '15

MURTON
DEVELOPMENT ZONES
+ PRINCIPAL HIGHWAY
ROUTES

CRUISE LODGE AND MURTON COUNTRYSIDE PLANNING

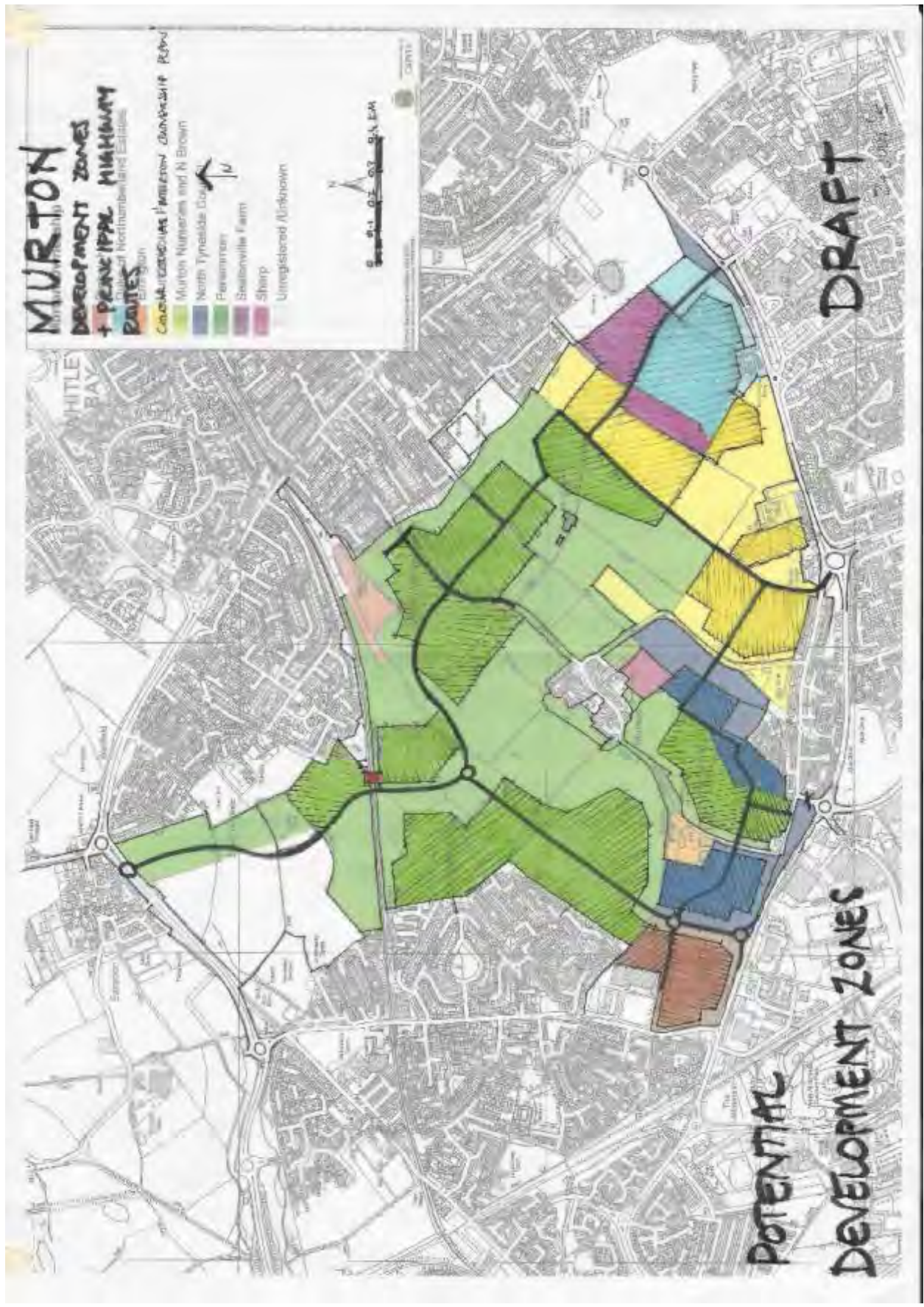


DRAFT

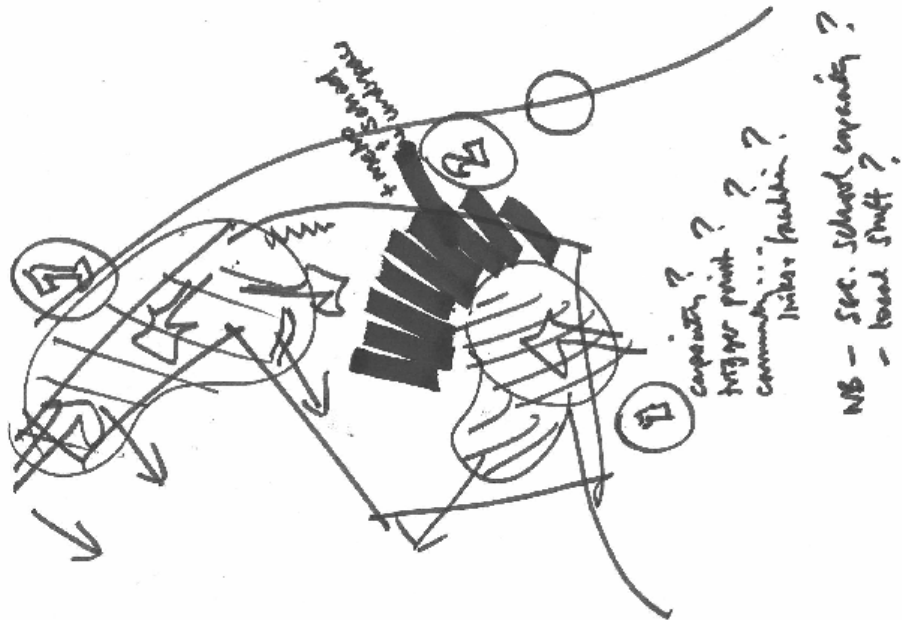
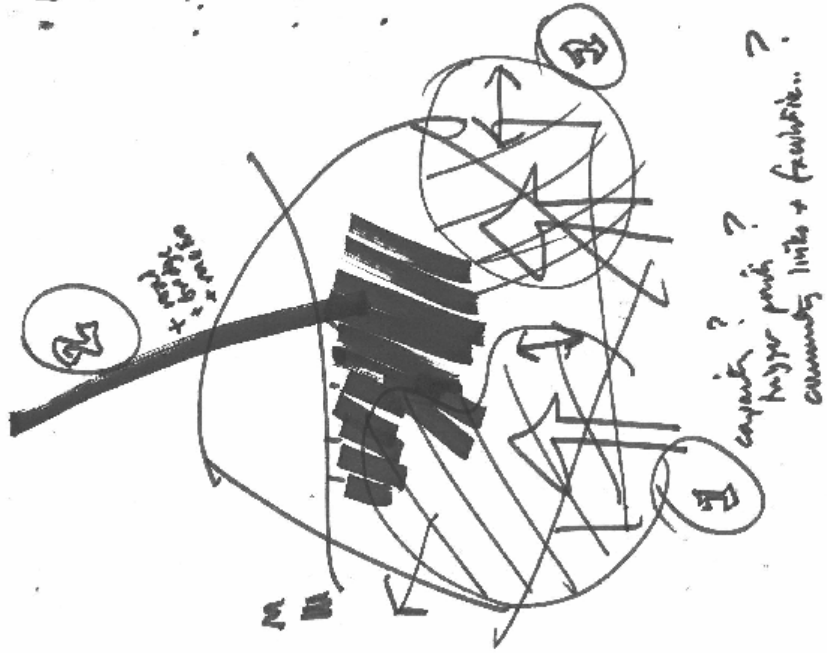
24 JUN 15

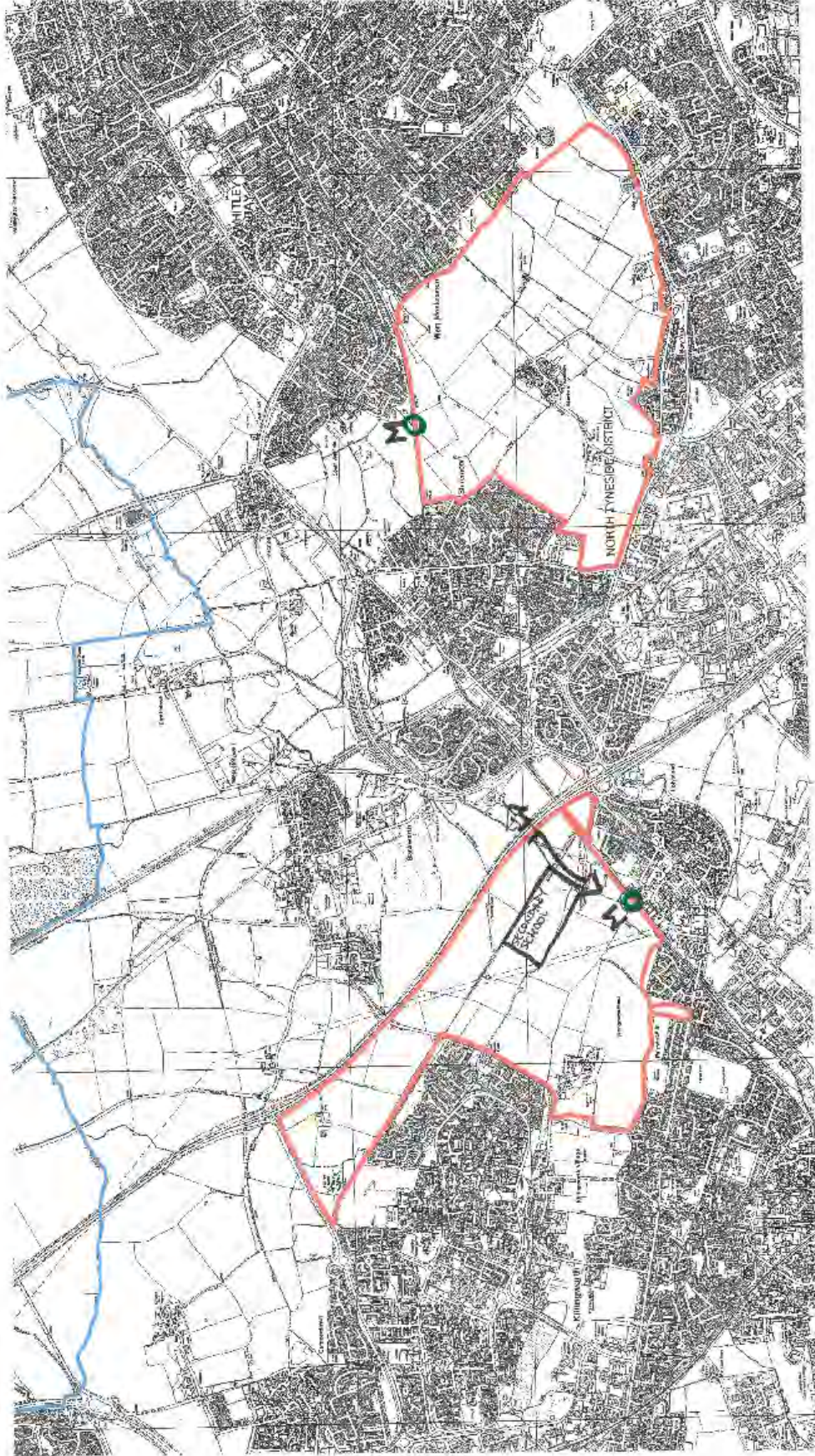


**POTENTIAL
DEVELOPMENT ZONES**

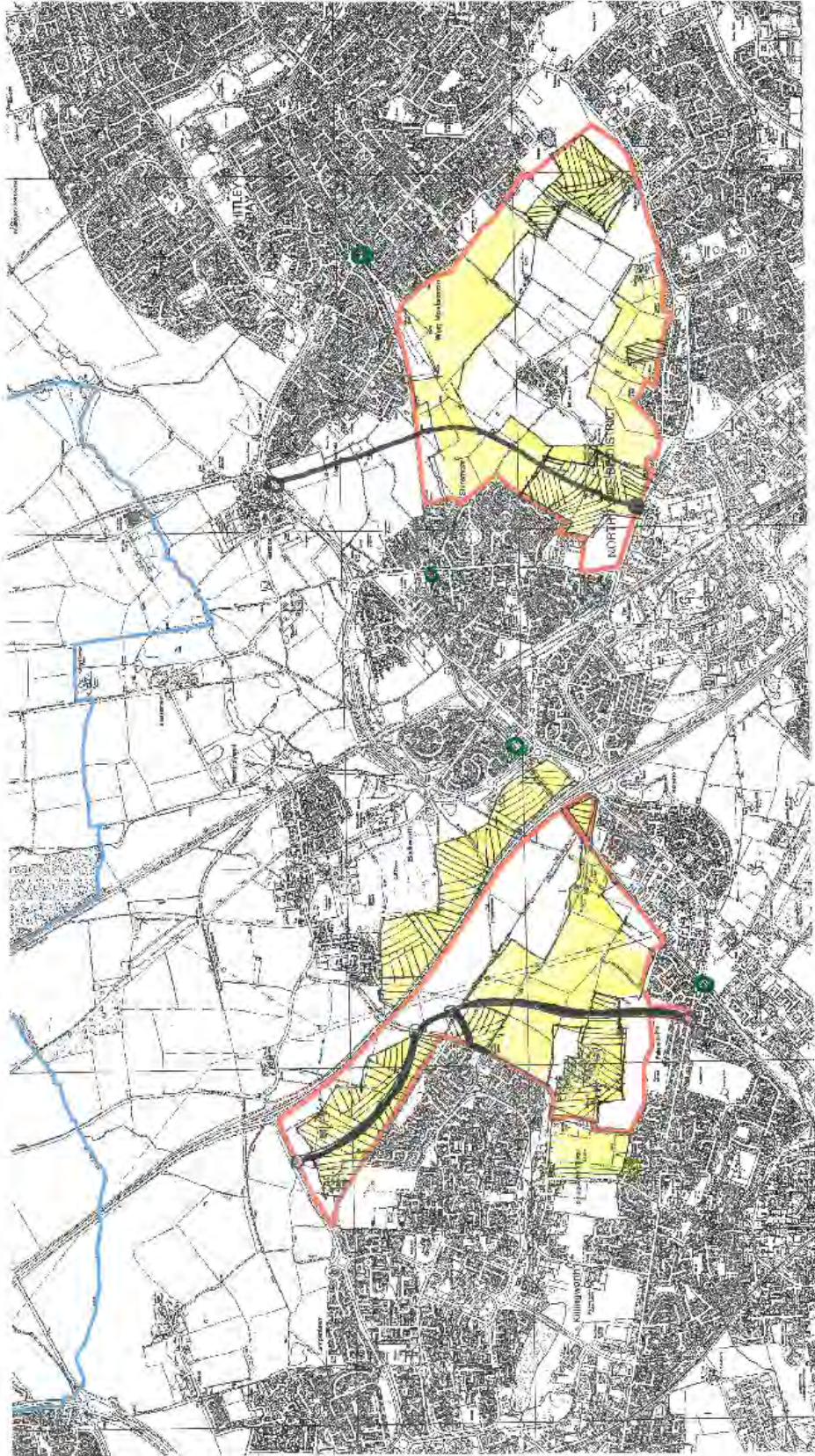


- What community facilities are available to 'help into'?
- ∴ What links are required?
- What capacity is available?
- benefits + risks + off site funding?
- ∴ location on metropolitan + shapes + links + delivery

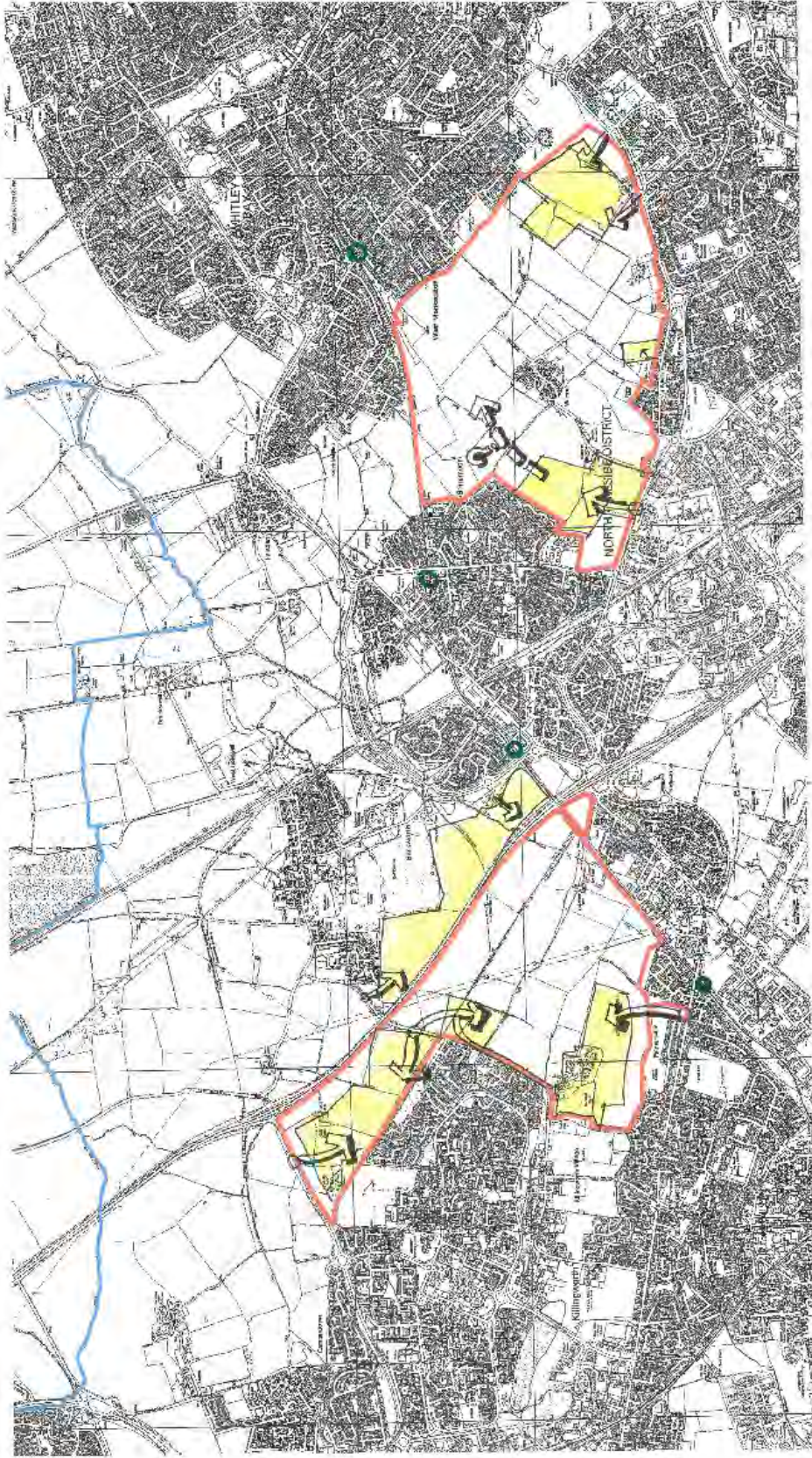




STAND ALONE ?



MIDDLE PHASE ?



3-5 YEARS