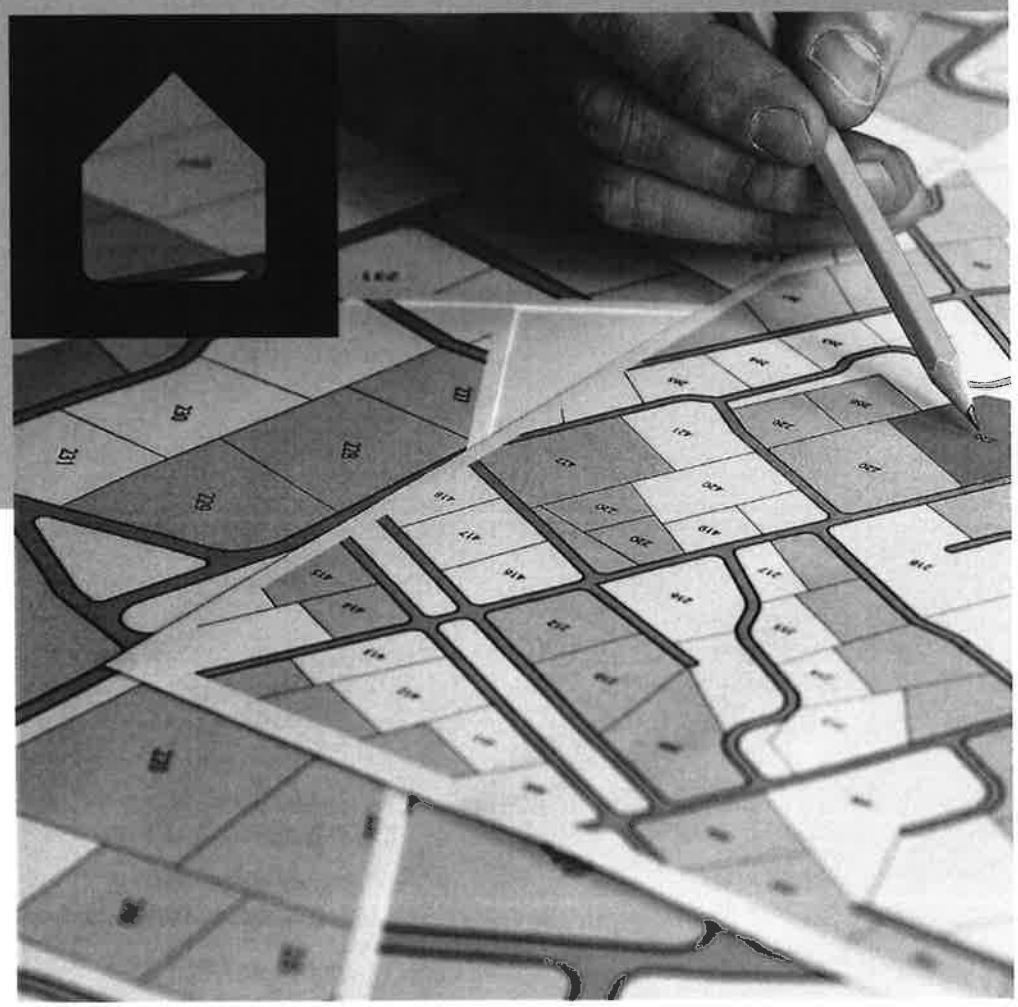
RAPLEYS

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Moor Lane Service Station, 8-10 Moor Lane, South Shields, NE34 6BZ

Design and Access Statement for
SRJ Energy Limited

February 2024
Our Ref: 22-02216



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Quality Assurance

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned is an appropriately qualified and experienced Chartered Planner experienced in the commercial property sector.

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1 INTRODUCTION

1.1 This Design and Access Statement (DAS) has been prepared by Rapleys LLP (Rapleys) on behalf of SRJ Energy Limited and is submitted in support of a full planning application for the redevelopment of Moor Lane Service Station, 8-10 Moor Lane, South Shields NE34 6BZ.

1.2 This DAS sets out the design principles and concepts that have been applied to the development, demonstrating how the context of the development has been appraised and how the design of the development takes that context into account. Following this, the DAS explains the applicant's approach to access and how Development Plan policies have been considered, and how specific factors which might affect the proposed development have been addressed.

1.3 The following sections will set out the points relevant to this proposal:

- Assessment of the Site and its Context;
- Design Proposals;
- Access; and
- Conclusions.

2 ASSESSMENT OF THE SITE AND ITS CONTEXT

2.1 This section sets out the steps taken to appraise the physical context of the application site and its surroundings.

METHODOLOGY

2.2 A review of the existing development context of the site in relation to its surroundings was undertaken to inform the scheme design. This was followed by a planning history and planning policy review to understand the existing planning context for the site before considering the design approach to the redevelopment proposal.

2.3 A full analysis of the development proposal against national and local policy is provided in the accompanying Planning Statement.

APPLICATION SITE

2.4 The application site comprises Moor Lane Service Station and attached garage, workshop and residential use at 8-12 Moor Lane, South Shields. The site currently comprises a petrol station forecourt, with attached commercial buildings to the east of the forecourt shop / sales building. The site does not currently feature any defined car parking bays. Access to the site is from Moor Lane, with separate access and egress.

2.5 The existing petrol filling station (PFS) comprises a forecourt shop / sales building and fuel pumps with a canopy directly above. A two storey building is attached to the rear of the forecourt shop / sales building, comprising of a workshop at ground floor and storage at first floor. A single storey garage building is attached to the eastern side of the workshop. The existing building area comprises 327.34 sq.m Gross External Area (GEA), and the site measures a total area of 0.16 acres.

2.6 The site is broadly rectangular in shape and is bound by Moor Lane to the north, and residential properties to the south and west, and a commercial unit to the east.

SURROUNDINGS

2.7 The immediate surrounding uses are predominantly residential. However, there is a small retail high street located to the east along Sunderland Road, and the Grade II Listed Building, St Peter's Church with associated church grounds located to the north of Moor Lane, opposite the site.

PLANNING HISTORY

2.8 A search of the Council's online planning register reveals the following planning history. A number of minor applications, including advertisement application were also identified.

Reference	Description	Decision	Decision Date
ST/0071/19/FUL	Retention of an installed ATM Pod in grey finished steel with grey steel ATM fascia.	Approved	7th March 2019
ST/1083/17/FUL	Retrospective application for new shop front.	Approved	14th December 2017
ST/0279/94//DM	Proposed redevelopment of existing petrol filling station.	Approved	15th April 1994
ST/0803/81//DM	Redevelopment of petrol station forecourt to provide new central	Approved	11th August 1981

Reference	Description	Decision	Decision Date
	island incorporating 3 pumps, overheard canopy, new shop fronts to existing showroom, sales area and installation of underground storage.		

3 DESIGN

3.1 This section evaluates the existing site context to inform the design and rationale for the proposed development at the site. It explains the design principles and concepts that have been applied to the design of the development in terms of use, amount, layout, scale, appearance, and landscaping.

NATIONAL PLANNING POLICY FRAMEWORK

3.2 Paragraph 11 of the National Planning Policy Framework (NPPF) sets out that plans and decisions should apply a presumption in favour of sustainable development that should underpin both plan-making and decision-taking, this means:

- Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:
    i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

3.3 Section 12 of the Framework (Achieving well-designed places) confirms that good design is a key aspect of sustainable development and creates better places in which to live and work. Good design also helps make development acceptable to communities.

3.4 Section 16 of the Framework (Conserving and enhancing the historic environment) states that heritage assets should be conserved in a manner appropriate to their significance.

LOCAL PLANNING POLICY

3.5 The Development Plan for South Tyneside comprises the following:

- Core Strategy (June 2007);
- Development Management Policies (December 2011);
- Site-Specific Allocations (April 2012);
- Technical Appendices- Local Wildlife and Geodiversity Sites (June 2010);
- South Shields Town Centre & Waterfront, Central Jarrow, and Hebburn Town Centre Area Action Plans; and
- Various Supplementary Planning Documents.

The South Tyneside Core Strategy, Development Management Policies, and Parking Standards SPD are considered to be of relevance to this proposal.

3.6 Policy DM1 (Management of Development) lists a number of criteria against which all applications will be addressed. The policy includes a range of criteria including design, residential amenity, landscaping, advertisements, highways capacity, carbon emissions, flood risk, pollution, and contamination.

3.7 In relation to design, the Policy requires that development is designed to convey sensitive consideration of its surroundings and where possible enhance its local setting and reinforce local identity having particular regard to scale and proportions, alignment, form, use of materials and architectural detailing.

DESIGN RATIONALE

3.8 The design rationale of the proposal has been informed by the operational requirements of the PFS within the context of the site constraints and surrounding land uses.

Use

3.9 The use of this site as a PFS is already established through the presence of the existing operation and planning history. The site also hosts a workshop / garage, however these units are vacant. The proposed development will maintain the existing PFS use and enhance the service currently provided by the existing facility. The demolition of the vacant buildings will allow for the PFS forecourt shop / sales building to be extended, further enhancing the service able to be provided.

Layout

3.10 The layout will generally remain the same as the existing service station The new forecourt shop / sales building will be sited further east than the existing shop, allowing for customer car parking provision.

3.11 A new, purpose built, forecourt shop / sales building is proposed to be located to the east of the site, replacing the existing buildings, which is proposed to face onto the forecourt to provide natural surveillance.

3.12 The proposed layout includes 4 car parking spaces, including a disabled parking space. Cycle hoops will be provided along the side of the forecourt shop / sales building, adjacent to the northern boundary of the site.

3.13 Provision of a water, air, and vacuum dispenser bay is included in the south-west corner of the site.

3.14 The proposed redevelopment will utilise the existing below ground tanks for the fuel pumps.

3.15 The proposal seeks to demolish the outdated and visually unattractive forecourt shop / sales building and existing buildings, replacing them with a modern, purpose built forecourt shop / sales building whilst meeting the operational requirements of the PFS. The proposal utilises the space within the site more efficiently than the existing layout, and the modern appearance represents a clear improvement compared to the existing service stations appearance, which will benefit the wider surrounding area.

Scale

3.16 The new building would have a GEA of 225.87 sq.m. This would be a decrease from the existing GEA of 327.34 sq.m, however this would represent an increase in size of the forecourt shop / sales building itself due to the demolition of the garage, workshop and flats.

3.17 The overall height of the proposed building would be lower than the ridge height of the existing buildings. The proposed canopy would be larger than the existing, extending from the petrol pumps to the forecourt shop / sales building. The developments scale and massing is considered appropriate for the site given the extent of neighbouring buildings.

Appearance

3.18 The design of the forecourt shop / sales building reflects modern PFS style. It is a simple uncluttered design adopting a light and modern appearance. PFS facilities are in themselves distinctive entities which should adopt a design which reflects their purpose.

3.19 Redbrick will be used as the primary building material for walls. This will be in keeping with and respect the use of redbrick within the surrounding area. Parts of the front and side elevation will contain floor to ceiling glazing. This will contribute to the modern and light appearance of the forecourt shop / sales building. Both the forecourt shop / sales building and the canopy will feature a flat roof which connect at the point they meet. This contributes to a sleek and compact profile.

3.20 The site's appearance is guided by the nature and operational requirements of a safe and functional service station. The new design creates a cleaner, more welcoming environment, which is modern, attractive and uncluttered.

3.21 Full details are shown on the Proposed Elevations plan.

Landscaping

3.22 Neither the existing or proposed sites contain any landscaping. Therefore, the proposed development would not result in a loss of landscaping. Due to the size and scale of the site, it would be unrealistic for any landscaping to be implemented.

4 ACCESS

4.1 This section outlines how access to the proposed development has been appropriately addressed.

PLANNING POLICY CONTEXT

4.2 National Planning Policy relating to access is provided in the National Planning Policy Framework 2023 (NPPF).

4.3 Paragraph 109 of the NPPF advises that the transport system should be balanced in favour of schemes that promote sustainable transport modes, to provide people with a real choice about how they travel. The document further advises that encouragement should be given to development solutions which support reductions in greenhouse gas emissions and reduce congestion. Local Planning Authorities should therefore support schemes that seek to encourage and facilitate the use of sustainable modes of transport.

4.4 All developments that generate a significant amount of movement should be supported by a Transport Statement or Transport Assessment. Decisions should take account of whether:

- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site;
- Safe and suitable access to the site can be achieved for all people; and
- Whether improvements can be undertaken within the transport network that effectively limits any significant impact of the development. Development should only be prevented or refused on transport grounds where residual cumulative impacts of the development are severe.

4.5 Paragraph 114 of the NPPF states that when promoting developments, "it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes are taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all uses; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

4.6 Paragraph 115 goes on to say that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

LOCAL POLICY

4.7 Policy SC1 (Creating Sustainable Urban Areas) states that development proposals will be focused and promoted within the built-up areas).

4.8 Policy DM1 (Management of Development) lists a number of criteria against which all applications will be addressed. The policy includes a range of criteria including design, residential amenity, landscaping, advertisements, highways capacity, carbon emissions, flood risk, pollution, and contamination.

4.9 Policy DM1 states:

g) The impact of the development is acceptable in relation to highway capacity and safety or includes proposals to mitigate adverse impacts;
h) New development provides site layouts that facilitate convenient and safe routes between facilities, and prioritises movement by pedestrians and cyclists;
i) The needs of all users for access around sites and into buildings for public use are considered as an integral part of the development;
j) Development should create and support opportunities for sustainable forms of transport.

ACCOUNT OF POLICY

4.10 From a review of national and local planning policy, it is clear that the provision of safe and adequate access to the site, and sustainable transport is important in the context of the development proposed. The proposal ensures that these aims are met in a number of ways.

4.11 A Transport Statement has been prepared by Cora IHT to support the planning application.

4.12 The Transport Statement concludes the following:

- The number of PFS pumps on-site will remain at 4, and the existing entrance and exit-only egress to the development site off of Moor Lane are to be retained;
- The removal of the flats and car garage / workshop would likely reduce the overall trips to the site as the larger store would attract more local sustainable trips by walk and cycle; and
- It can be deduced that the proposed redevelopment would not have a severe impact on the observed highway network.

4.13 The proposed development does not represent a material increase in the operations of the site. The nature of the development means that trips will primarily be trips already on the network and therefore is not expected to generate new trips.

4.14 Overall, it is considered that the proposal will not lead to changes to the established traffic and movement patterns of the area and the proposals can be safely accommodated on the surrounding highway network. Therefore, the proposals would not have an unacceptable impact on highway safety, in accordance with the NPPF. It is also considered that the proposal would be in accordance with Policy DM1.

5 CONCLUSIONS

5.1 This Design and Access Statement has been prepared by Rapleys LLP (Rapleys) on behalf of SRJ Energy Limited and is submitted in support of a full planning application for the redevelopment of Moor Lane Service Station, 8-10 Moor Lane, South Shields NE34 6BZ.

5.2 This Design and Access Statement has provided the design principles and concepts that have been applied to the development proposals and outlined how issues relating to access for the development have been addressed. In particular, the Design and Access Statement sets out the following:

- The scale and layout of the proposal is appropriate in the local context;
- The proposed parking provision is sufficient;
- The development proposes a high quality design that has been informed by the site constraints and surrounding area; and
- The proposal will improve and enhance the visual amenity of the site whilst ensuring a good standard of amenity for existing and future occuplers.

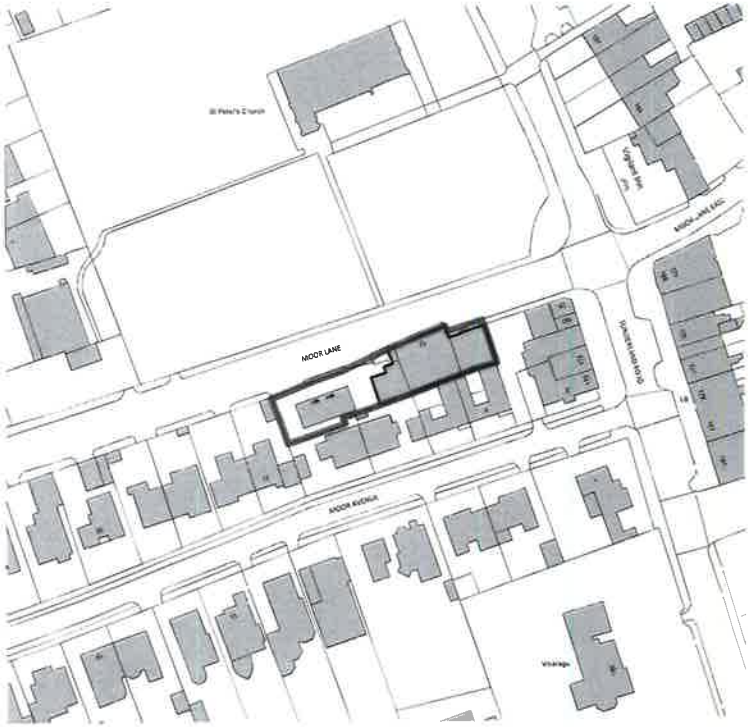
5.3 The design rationale has been informed by the location of the site, and how the site relates to its surrounding land uses. It is considered that the proposed use, amount of development, layout, scale and appearance are acceptable in design terms and the proposals will deliver a contemporary design which will enhance the visual appearance of the site and the surrounding area.

5.4 Full account has been made of national and local planning policy. Overall, the proposed scheme will enhance the site, delivering and providing safe access for all users in accordance with the relevant design and access policy and guidance.

Appendix 1

Location Plan

N



Site Location Plan
1 : 1250

0 15.6 m 31.3 m 62.5 m



Site Block Plan
1 : 500

SCALE: 1:500

GENERAL NOTES

1. This plan has been prepared for the sut mission of planning approval only.
2. Any advertisement shown is subject to a seperate application.

PLANNING

MOOR LANE GARAGE
MOOR LANE
SOUTH SHIELDS

LOCATION AND BLOCK PLAN

SRJ ENERGY

JENNINGS DESIGN

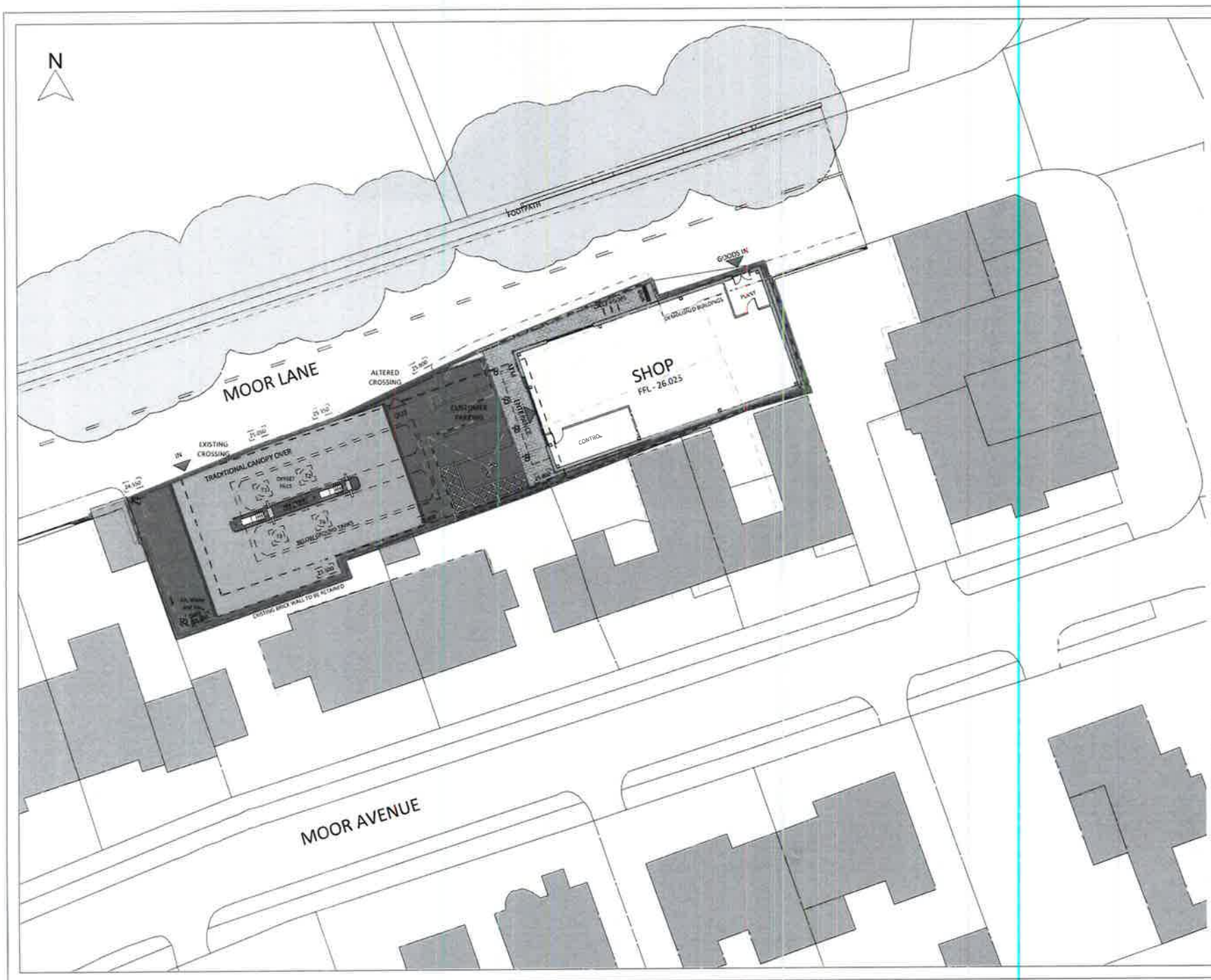
CS	JHJ	As indicated	JULY 2023

230860- 01

REFER TO PLAN

Appendix 2

Proposed Site Layout Plan



GENERAL NOTES

1. This plan has been prepared for the submission of planning approval only.
2. Any advertisement shown is subject to a seperate application

DEMOLITION

EXISTING BUILDINGS TO BE DEMOLISHED, TANKS TO BE BROKEN OUT AND CANOPY TO BE DISMANTED. SITE TO BE CLEARED TO ENABLE REDEVELOPMENT

HIGHWAYS

SITE ACCESS TO GENERALLY REMAIN AS EXISTING, PEDESTRIAN ACCESS AND ROAD ACCESS TO BE REVISED BY HIGHWAYS CONSULTANT

BOUNDARY TREATMENTS

ALL BOUNDARY TREATMENTS ARE TO BE AS EXISTING 3.5M HIGH BRICK WALL TO BE RETAINED AND MADE GOOD

PROPOSED SHOP

SHOP TO BE NEW STEEL FRAMED CONSTRUCTION WITH MASONARY AND STONE FINISH. STORE TO HAVE ALUMINIUM GLAZING ON SIDE AND FRONT AND DOOR TO BE FITTED WITH SHUTTERS FOR NIGHT TIME CLOSURE BUILDING TO HAVE A FLAT ROOF WITH A MASONARY PARAPET, FINISHED WITH COPING STONES.
ALL MASONARY AND STONE WORK TO HARMONISE WITH LOCAL AREA.

FUEL INFRASTRUCTURE

2NO. 60,000 LITRE DOUBLE SKIN BELOW GROUND FUEL STORAGE VESSELS
2NO. 8 HOSE PUMPS
ALL PIPEWORK AND ASSOCIATED INFRASTRUCTURE IN ACCORDANCE WITH LATEST ISSUE OF THE THE BLUE BOOK

CANOPY

TRADITIONAL FORECOURT CANOPY SET WITH A MINIMUM 5m CANOPY HEIGHT TO ALLOW FOR ACCESS
CANOPY TO BE FINISHED WITH WHITE ALUMINIUM PROFILED SOFFIT AND SMOOTH WHITE ALUMINIUM FASCIAS
CANOPY TO BE FITTED WITH RECESSED LED SOFFIT LIGHTS AND TO ACHIEVE 300 LUX OVER THE TANKER STAND

DRAINAGE

ALL EXISTING SURFACE AND FOUL WATER CONNECTIONS ARE TO BE REUSED AND ALL SURFACE WATER DISCHARGED FROM FORECOURT WILL BE CAPTURED WITH ACO (OR SIMILAR) DRAINAGED CHANNELS AND 10,000 LITRE CLASS 1 PETROL INTERCEPTOR

LIGHTING

2NO. NEW FLOOD LIGHTS COMPRISING OF 4M IN HEIGHT WITH LED HEADS

SURFACE FINISHES:

Denotes macadam surfacing with a build up to be specified by an appointed engineer

Denotes in situ cast concrete paving

Selected and approved blocked paving

Property Schedule		
Application Boundary - Red Line	0.16 acres	0.07 hectare
Building Area		
Existing Gross Building Area	327.14 m²	3523.47 ft²
Proposed Gross Building Area	225.87 m²	2431.28 ft²
Parking Schedule		
Proposed Parking	Disabled Bay	1
Proposed Parking	Standard Parking Bay	9
Existing Parking		10

B	28.10.23	ATM ADDED AND GLAZING SIZE DECREASED	CS
A	31.08.23	PUMP CANOPY INCREASED AND PEDESTRIAN CANOPY REMOVED	CS

PLANNING

MOOR LANE GARAGE
MOOR LANE
SOUTH SHIELDS
NE34 6BZ

PROPOSED LAYOUT

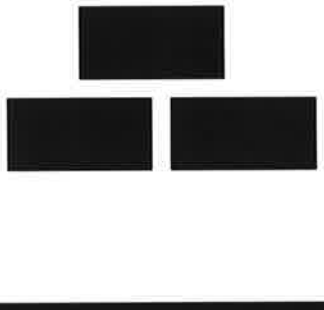
SRJ ENERGY

JENNINGS DESIGN
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Drawn	Checked	Scale	Date
CS	JHJ	1 : 200	JULY 2023

Project Number: 230860- 04 (B)





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