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Highways Technical Note

Project: : 8-10 Moor Lane, South Shields, NE34 6BZ
Ref: ST/0140/24/FUL
Date: 18th July 2025

1.1.1 This technical note provides updating information to the highway authority South Tyneside Council (STC) for the above application dated 11th December 2024.

STC - The layout proposes encroachment into highway land at the north-west corner of the shop building/adjacent parking space and the shop building frontage at the north-east corner of the site. The Highway Authority will not accept any loss of public highway area as part of the development, and it will therefore be necessary to amend the scheme accordingly removing highway land from any encroachment. Please also provide an overlay plan showing the extent of public highway relative to the proposed layout with the highway boundary clearly defined.

1.1.2 The layout has been updated as shown in **Appendix A.**

Notwithstanding the issues of highway land encroachment mentioned above, the proposed service area for goods is located to the north-east corner of the development site, accessed directly from the highway carriageway edge with no inter-visibility. In addition, no swept path of vehicles or details of service vehicles have been provided to show how the servicing arrangements could be satisfactorily and safely accommodated, including avoiding any reversing manoeuvres of service vehicles on the highway carriageway into the path of vehicles travelling along Moor Lane, particularly in close proximity of the Sunderland Road junction 28m further east.

1.1.3 The development would be serviced by oil tankers and 10-12m HGVs. Tracking is shown in **Appendix B** for the worstcase assuming a 16.5m artic.

The one-way system for the proposed replacement garage has been reversed to the existing arrangement, with vehicles proposed to enter the site from the west end and exit back onto Moor Lane highway at the eastern end. Reversing the one-way system is likely to introduce a situation where vehicles are queuing on Moor Lane eastwards to enter the site, extending to the point it obstructs the garage exit onto Moor Lane at the eastern end of the garage forecourt. This would result in vehicles neither being able to enter or exit the garage, which could also extend queuing vehicles back to create problems at the Sunderland Road/Moor Lane signalised junction further east to the detriment of highway safety, interfering with the free flow of traffic.

1.1.4 The one-way system has been amended to ingress from the east and egress from the west.

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No visibility splay has been provided at the exit point of the garage to Moor Lane, which appears to be obstructed by a parked car in one of the 4 parking spaces; north-west corner of the building; and sign part way along the shop frontage to Moor Lane. The minimum required visibility splay would be 2.4 x 43m based on Manual for Streets standards. Please show visibility splay on layout drawing and adjust design/layout accordingly.

1.1.5 Visibility splays are provided in **Appendix C.**

Provide swept paths/tracking of vehicles manoeuvring from the parking spaces fronting the shop relative to the highway edge and vehicles parking at the pumps.

1.1.6 Additional Tracking is shown in **Appendix C.**

The swept path/tracking of a service vehicle/tanker accessing and egressing the garage forecourt site is shown in the opposite direction of the general one-way vehicular flow proposed for the garage. Please provide tracking for the correct direction of vehicle flow, unless the current one-way system is to be retained due to concerns raised in point '3' above.

1.1.7 The one-way system has been amended to ingress from the east and egress from the west.

Despite the Transport Statement (TS) claiming that the site is served by an 'excellent level of pedestrian infrastructure' it is very generic in nature and does not represent the immediate vicinity of the site, including lack of adequate footway widths and inclusive mobility compliant access provision from the existing footway network. Paragraphs 4.1.3 and 5.1.8 of the TS states that 'the larger store would attract more local sustainable trips by walk and cycle', however no improvements are proposed for the increased patronage by those users and the improved shopping and ATM facilities on site. It will therefore be necessary to improve pedestrian routes for pedestrians including inclusive mobility compliant users to ensure that pedestrians have safe routes to/from the facility in accordance with NPPF and in the interests of pedestrian safety. This is particularly important given the up sizing of the shop facility and provision of ATM which will attract general visitors to the facility and not just drivers wanting fuel for their vehicles.

1.1.8 Footway fronting the building now widened to improve accessibility.

In respect of point '7' above, it may be possible to utilise some of the highway carriageway area to improve pedestrian routes associated with the development and this should be investigated further. This is likely to include an extension to the parking restrictions on the north side of the Moor Lane carriageway to prevent parking on the narrowed section of Moor Lane to assist the provision of a wider footway, in the interests of pedestrian safety.

1.1.9 Footway fronting the building now widened to improve accessibility. TROs to be conditioned.

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SPD6 parking Standards requires 75% provision of 1 car parking space per 30sq.m of gross shop floor area, which equates to 5.64 spaces. Parking for petrol stations is by negotiation. Notwithstanding any negotiation regarding Based on SPD6 there is a shortfall in car parking provision proposed on site relative to SPD6 policy.

1.1.10 The proposal now includes for 3 standard and 1 disabled space. In additional to this the parking for the fuel (4 spaces) takes this to a total of 8 spaces.

The parking space shown closest to Moor Lane appears to include partial highway land, which is unacceptable and will need to be amended accordingly, which may necessitate the loss of parking space. The manoeuvring for that space may also conflict with pedestrians on the limited footway width available due to increased footfall to the shop and ATM.

1.1.11 This has now been updated.

Minimum SPD6 Cycle Parking provision associated with a shop is required to be 2 cycle spaces per 100sq.m which equates to 4 cycle spaces. Cycle provision for staff is 1 space per 3 staff.

1.1.12 3 Sheffield stand for 6 cycles is now proposed.

The cycle parking spaces are shown in a location that is difficult to get to safely and visibility may also be obscured by the adjacent sign prejudicing cyclist safety when entering and leaving the carriageway. The orientation of the spaces would also be better re-orientated to allow more space for bikes relative to the highway edge. See also related point regarding pedestrian connectivity to the site.

1.1.13 The cycle parking is now located in an accessible location adjacent to the building.

Provide staffing levels proposed for the site and provide details of their expected or known travel modes to/from work.

1.1.14 There will usually be 2 staff on site at anyone time.

Please clarify if the fuel pumps allow users to pay at the pumps, which will allow people who do not use the shop or ATM to fill up and leave straight away reducing potential queuing on the Moor Lane.

1.1.15 Pay at pump will be proposed.

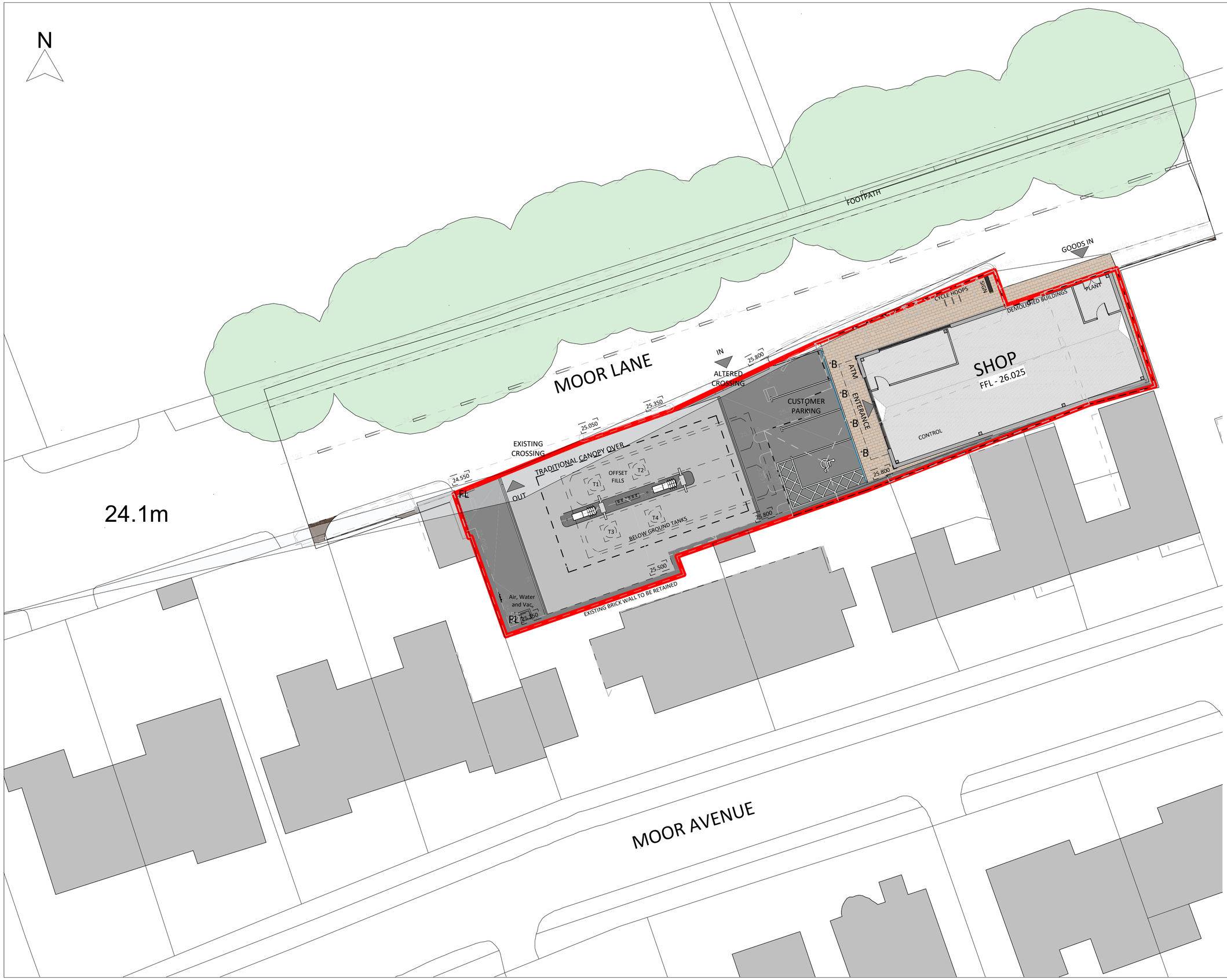
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Appendices

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Appendix A

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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 100 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	327.34 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	3
Existing Parking		0

F	01.07.25	EXIT AND ENTRANCE UPDATED AND VISIBILITY SPLAY ADDED	CS
E	29.05.25	UPDATED TO CLIENTS COMMENTS	CS
D	28.04.25	BOUNDARY UPDATED	CS
C	25.04.25	ROOF UPDATED TO CONSERVATION OFFICERS COMMENTS	CS
B	19.10.23	ATM ADDED AND GLAZING SIZE DECREASED	CS
A	31.08.23	PUMP CANOPY INCREASED AND PEDESTRIAN CANOPY REMOVED	CS

PLANNING

PROJECT
MOOR LANE GARAGE
MOOR LANE
SOUTH SHIELDS
NE34 6BZ

TITLE
PROPOSED LAYOUT

CLIENT
SRJ ENERGY

JENNINGS DESIGN
8 Feast Field, Horsforth, Leeds, West Yorkshire, LS18 4TJ
www.jennings-design.com 01274 395422 office@jennings-design.com

Drawn:	Check:	Scale:	Date:
CS	JHJ	1 : 200	JULY 2023

Plan Number:
230860- 04 (F)

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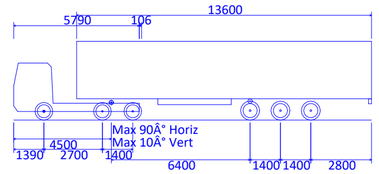
Appendix B

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GENERAL NOTES

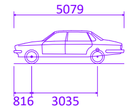
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Max Legal Articulated Vehicle (16.5m)

Overall Length	16500mm
Overall Width	2500mm
Overall Body Height	3632mm
Min Body Ground Clearance	396mm
Max Track Width	2500mm
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6870mm

TANKER TRACKING



Large Car (2006)

Overall Length	5079mm
Overall Width	1872mm
Overall Body Height	1525mm
Min Body Ground Clearance	310mm
Max Track Width	1831mm
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5900mm

CAR VEHICLE TRACKING

C	28.04.25	BOUNDARY UPDATED	CS
B	19.10.23	ATM ADDED AND GLAZING SIZE DECREASED	CS
A	31.08.23	PUMP CANOPY INCREASED AND PEDESTRIAN CANOPY REMOVED	CS

PLANNING

PROJECT

MOOR LANE GARAGE
MOOR LANE
SOUTH SHIELDS
NE34 6BZ

TITLE

TRACKING PLAN

CLIENT

SRJ ENERGY

JENNINGS DESIGN
8 Feast Field, Horsforth, Leeds, West Yorkshire, LS18 4TJ
www.jennings-design.com 01274 395422 office@jennings-design.com

Drawn:	Check:	Scale:	Date:
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Plan Number:

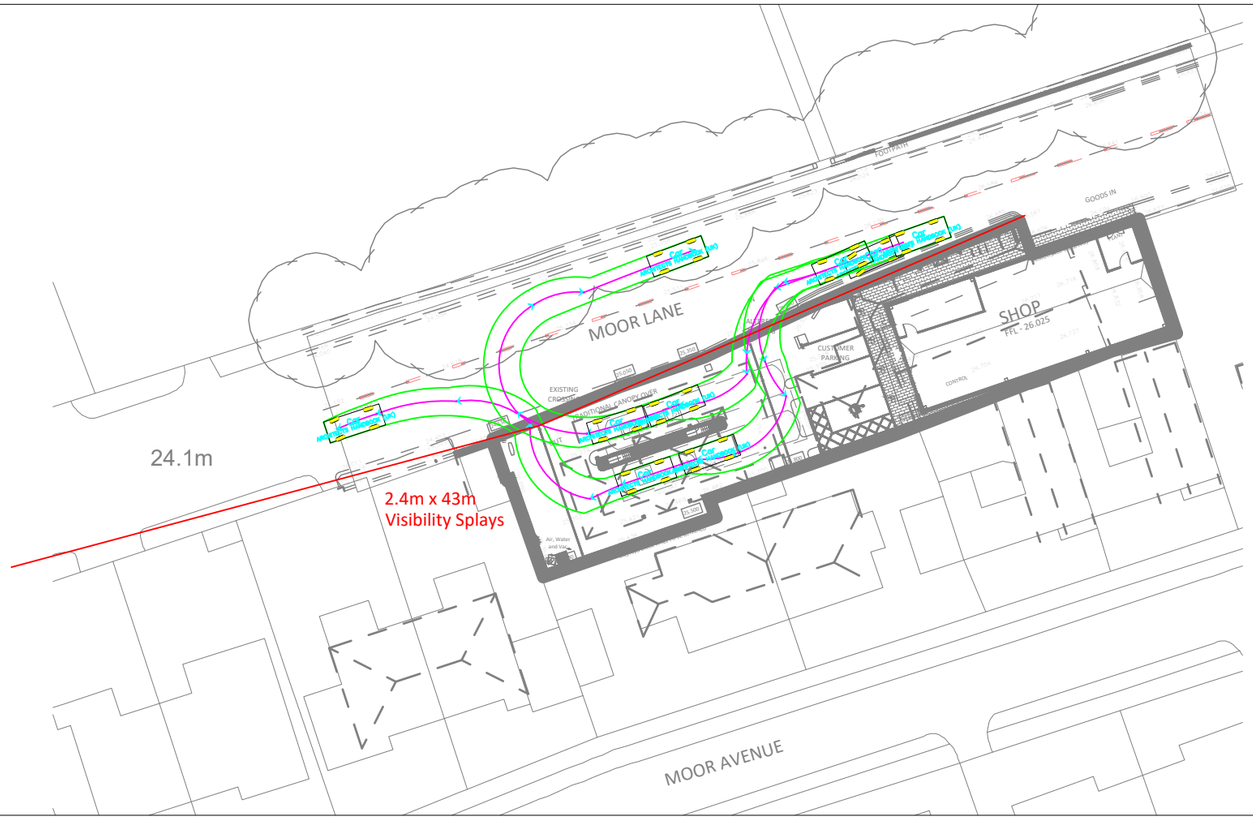
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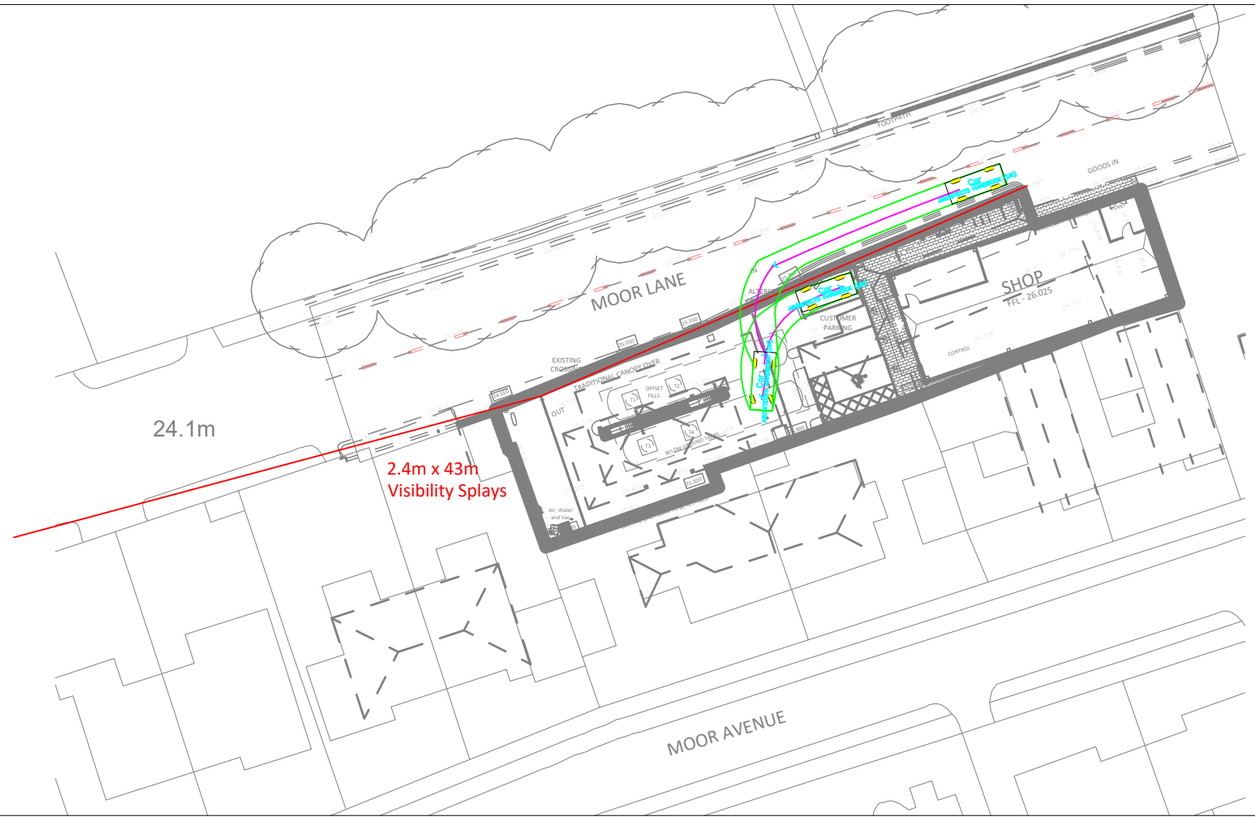
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SCALE: 1:200

Appendix C

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Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By

Coraiht

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Client

SRJ Energy

Project

Haworth Lane
Yeadon

Title

Proposed Access
Arrangement & Tracking

Drawing Status

Job No. 16-3147

Drawn	Checked	Scale at A3	Date	Issue Date
MC	TC	1:500	18/07/25	-

Drawing No. 001 -