

SEQUENTIAL TEST

REF:

PROPOSAL: PROPOSED CHANGE OF USE OF PART OF SPORTS BAR (SUI GENERIS) TO FORM CONVENIENCE STORE (E CLASS), INCLUDING RAMP ACCESS POINTS AND NEW SHOPFRONT

LOCATION: JORDANS SPORTS CLUB LTD, MARINE DRIVE, HEBBURN, NE31 2AB



Introduction

This Sequential Test, produced at the request of South Tyneside Council, in support of the above planning application.

The application seeks permission for the Change of Use of part of Jordans Sports Club from a sports bar (Sui Generis) to a small convenience store (Use Class E), including the installation of a new shopfront and ramped access.

The proposed development constitutes a Main Town Centre use as defined by the National Planning Policy Framework (NPPF) and is located outside a designated town centre.

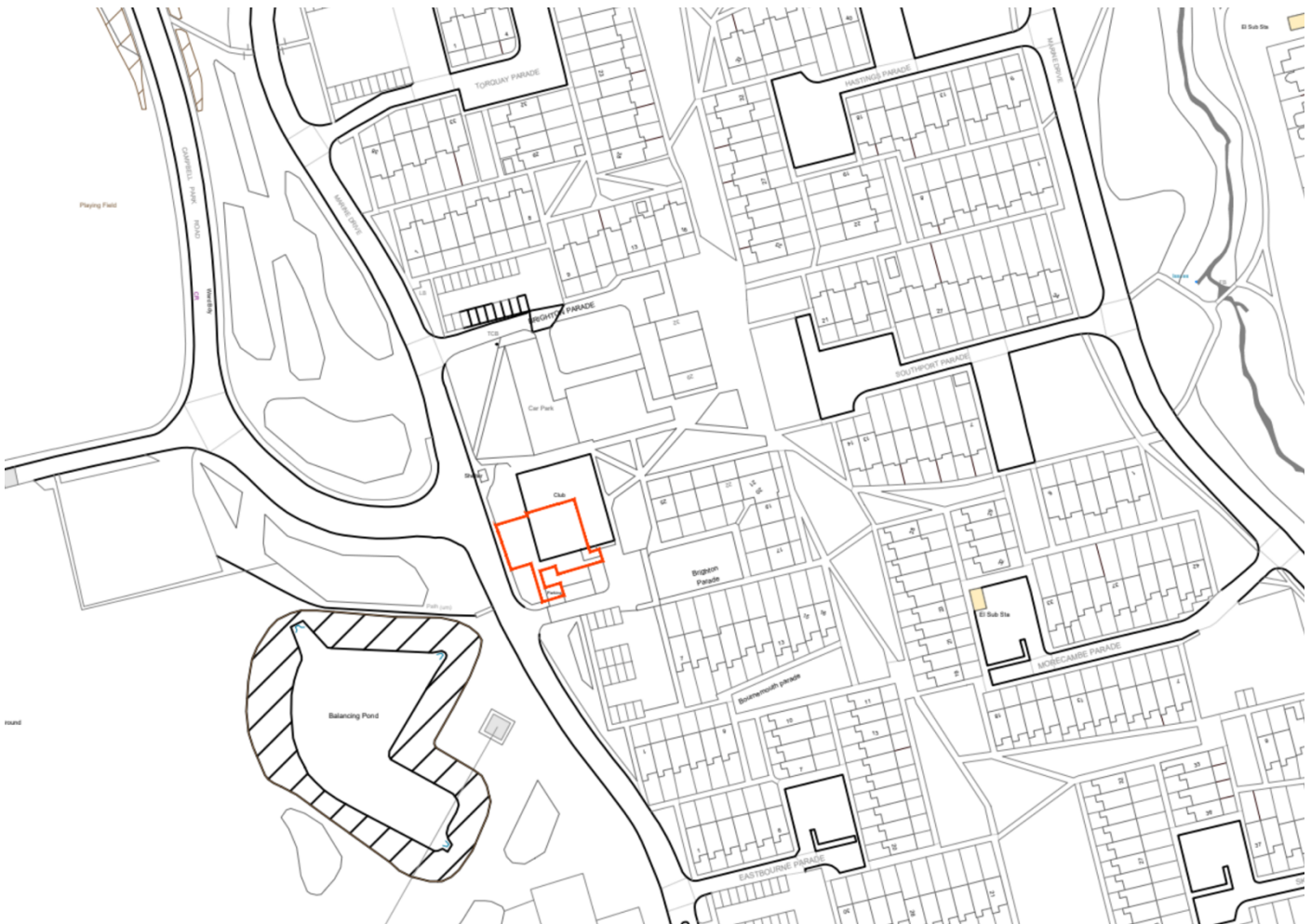
In accordance with Paragraph 91 of the NPPF, a Sequential Test is therefore required to demonstrate that there are no suitable, available and viable sites in the Hebburn or Jarrow Town Centres that could accommodate the proposed development.

The application site is an established business, a sports bar, in recent years there has been a decline in patronage, which leads the applicant to submit this application to diversify whilst retaining the existing use.

Planning History

- ST/0184/24/FUL - PROPOSED PARTIAL CHANGE OF USE FROM SUI GENERIS (FUNCTION ROOM IN A SOCIAL CLUB) TO CLASS E (SALON) TO ALLOW THE EXTENSION OF THE SALON APPROVED UNDER APPLICATION REFERENCE ST/0311/21/FUL, WITH ASSOCIATED AMENDMENTS TO THE BUILDING AND NEW RAMPED ACCESS - GRANT PERMISSION WITH CONDITIONS
- ST/0311/21/FUL - CHANGE OF USE (PARTIAL) OF EXISTING CELLAR AND STORAGE AREA OF SOCIAL CLUB TO HAIR AND BEAUTY SALON. EXTERNAL ALTERATIONS INCLUDING INSTALLATION OF NEW WINDOW AND ENTRANCE DOORWAY WITH ACCESS RAMP TO SOUTHERN ELEVATION - GRANT PERMISSION WITH CONDITIONS

- ST/0094/02//DM - THE CLUB HASTINGS - PROPOSED INSTALLATION OF SEVEN ROLLER SHUTTERS TO EXISTING WINDOWS - GRANT PERMISSION WITH CONDITIONS
- ST/0740/98//AD - DISPLAY OF 2NO. ILLUMINATED SIGNS ON CANOPY ABOVE FRONT ENTRANCE - GRANT PERMISSION WITH CONDITIONS
- ST/0883/97//DM - ERECTION OF NEW ENTRANCE CANOPY AND ACCESS RAMP, AND RECLADDING OF UPPER PART OF WEST FACING ELEVATION - GRANT PERMISSION WITH CONDITIONS
- ST/0797/97//DM - EXTERNAL ALTERATIONS TO FRONT (NORTH) AND SIDE (WEST) ELEVATIONS - GRANT PERMISSION WITH CONDITIONS
- ST/0390/80//DM - EXTENSION TO CLUB TO PROVIDE GAMES ROOM, COMMITTEE ROOM AND CELLAR - GRANT PERMISSION WITH CONDITIONS



Excerpt – Location Plan

Eastings – 432160
Northings – 563035

There are no comparable convenience retail facilities currently in use within easy walking distance, meaning residents must currently travel by car or public transport to access basic food and household goods.

The application site is a popular hub in the community, though, like many similar facilities, there has been a decline in usage in recent years, which leads the applicant to diversify the property.

The decline in such clubs has been a slow and complex process, shaped by wider social, economic, and cultural changes. These clubs first emerged in the nineteenth century as affordable leisure spaces for working-class men, offering cheap beverages, games such as snooker or darts, and live entertainment.

The application site is:

- Located within a large residential catchment
- Within walking distance of hundreds of homes
- A previously developed building
- Already generating footfall and activity
- Capable of being adapted without major construction

The site is therefore highly suitable for a local convenience store and provides a service not currently available within surrounding community.

Use

The site has Mixed Use, including Sui Generis use as a social club, and E Class as a hair salon, both uses will be retained, with part of the social club given over to create a small retail unit, as shown on the proposed plans.

The small-scale, local convenience store is intended primarily to serve the immediate residential community surrounding Marine Drive and Jordans Sports Club.

The store will provide everyday essentials such as groceries, milk, bread, and household items and is not intended to function as a large-format supermarket or destination retail use.

The store will occupy only part of an existing building, with no significant increase in floorspace, traffic, or trip generation compared to the existing sports bar use.

The development is therefore local in nature and designed to meet a neighbourhood need, rather than to compete with established town centre retail areas.

Scale

There will be no additional footprint created by the proposals.

412m² of the current 635m² unit is retained as Sui Generis

223m² is converted to E(a) Retail.

Design & Appearance

Very careful consideration has been given to the works, minimal changes are proposed to create the retail unit, most of which are internal, with the addition of a new shopfront, and ramped access, within the existing units frontage.

Scope of the Work

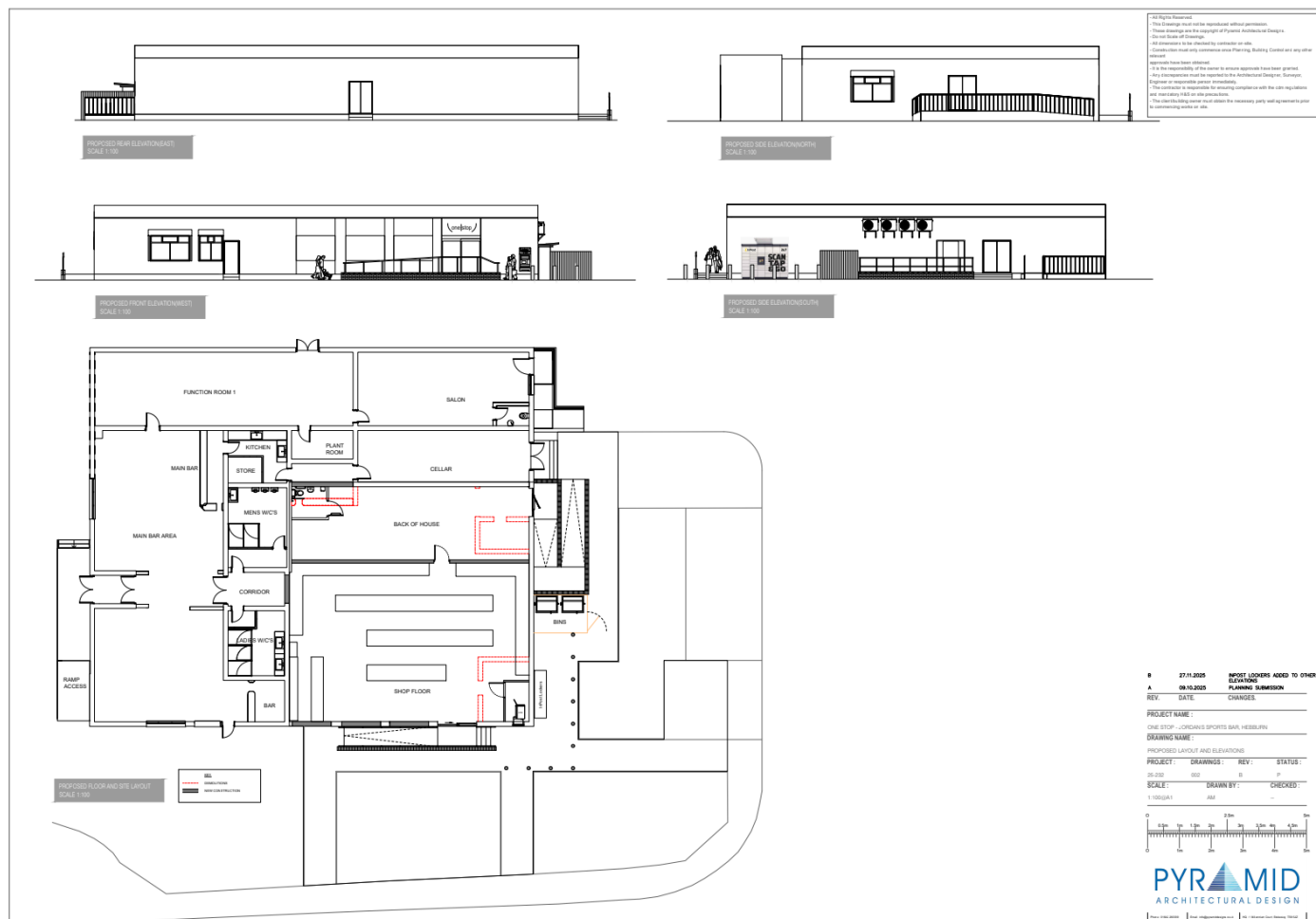
- Open out part of frontage to create shopfront,
- Internal works to facilitate the proposals, including,
- New internal walls to divide the property and create facilities, and,
- New ramped access.

As shown on the submitted plans.

The works seek to provide an attractive, safe and accessible frontage.

Indicative signage details have been included on the drawings at this stage; the final design will include the retail business' logo, and an application for advert consent.

The proposals, if granted, will provide an attractive asset to the area while ensuring the existing property retains its viability.



Extract – Proposed Plans and Elevations

Access

The application site is located within a large, established residential estate, characterised by a high density of family housing and limited local retail provision. At present, residents living within the surrounding streets do not have access to a convenience store within comfortable walking distance and are therefore required to travel by car to Hebburn or Jarrow town centres, or to out of area supermarkets, in order to meet day to day shopping needs.

This existing pattern of travel is inherently unsustainable, particularly for:

- Elderly residents
- Households without access to a private car
- Families making short, frequent trips for essential items

The proposal directly addresses this identified deficiency by providing a small, local convenience store within walking distance of surrounding homes, allowing residents to access everyday goods without the need to drive, bread, milk, etc.

The proposed store is expressly intended to serve a local walk-in catchment, rather than operate as a destination retail use. Its scale, format and product range are deliberately modest, consistent with a neighbourhood convenience function.

By locating a shop within the heart of a residential area, the development:

- Encourages walking as the primary mode of access
- Reduces reliance on private car trips
- Supports healthier, more sustainable travel choices
- Aligns with Local Plan objectives to reduce unnecessary journeys

This approach is fully consistent with the Local Plan's recognition that small-scale local retail facilities play an important role in meeting day to day needs and reducing the need to travel by car.

The site benefits from two on-site parking spaces, which are considered appropriate given the nature of the proposal and its intended user base. Importantly, the proposal is not car-led.

In addition, there is extensive off-street parking provision locally, this existing parking availability is sufficient to accommodate any limited short-stay vehicle visits.

No material increase in parking demand beyond existing background levels is anticipated, given the scale of the store and its localised function, the absence of a large, dedicated car park is entirely appropriate and reinforces the walk-in nature of the proposal. This contrasts positively with out of centre retail developments which are typically car-dependent and generate significantly higher levels of traffic and parking demand.

The Local Plan supports development that provides local services within residential areas, reduces the need to travel by car and encourages sustainable travel patterns. The proposal meets the needs of the local community.

The proposal performs strongly against these objectives by delivering a genuinely local facility, accessible on foot, within an existing housing estate that is currently under-served by convenience retail.

In planning balance, the proposal represents a policy compliant, sustainable response to an identified local need, with parking provision that is proportionate to the scale and function of the development. It supports walkability, reduces unnecessary car journeys, and enhances the day-to-day convenience and quality of life for nearby residents.

The development includes the provision of ramped access points, ensuring step free, level, entry to the store. This will provide safe and convenient access for wheelchair users, inclusive access for those with reduced mobility and improved usability compared to the existing arrangement.

The ramp design allows users to move directly from the public footway into the premises without barriers, ensuring compliance with inclusive design principles and reflecting best practice in accessible retail development.

The site is located adjacent to the public footway and benefits from direct pedestrian access from Marine Drive to the front and Brighton Parade to the rear, alongside clear and visible entrance points and an active frontage that encourages safe and convenient pedestrian movement.

The proposal prioritises pedestrian access, consistent with the intended function of the store as a walk-in local convenience facility serving nearby residents.

The site benefits from excellent public transport connectivity, with a bus stop located directly outside the premises on Marine Drive. This provides convenient access for residents without access to a private car, direct links to Hebburn, Jarrow and surrounding areas for larger shopping requirements, and an alternative to car travel for staff and customers.

The immediate proximity of the bus stop significantly enhances the accessibility of the site and ensures the development is well served by sustainable transport modes, though this is not the intended or anticipated use.

The Local Plan and NPPF place strong emphasis on inclusive and accessible environments, development that supports sustainable transport choices and reduces reliance on the private car travel.

By providing step-free access, prioritising pedestrians, and being directly served by public transport, the proposal performs strongly against these objectives.

In combination with the residential location of the site and its walk-in catchment, the proposal delivers a highly accessible local facility, ensuring that all members of the community can benefit from the development regardless of mobility or transport availability.

Planning Policy Relevant to This Application

All policy relating to this application will be satisfied.

The national and local planning policy and guidance relevant to this application are set out below –

- National Planning Policy Framework (2024)
- South Tyneside Publication Draft Local Plan 2023–2040
 - Policy SP1 – Presumption in Favour of Sustainable Development
 - Policy 27 – Prioritising Centres Sequentially
 - Policy 29 – Local Neighbourhood Hubs

For decision making, the National Planning Policy Framework - December 2024 (NPPF) advises that the LPA should approach decisions on proposed development in a positive and creative way, working pro-actively with applicants to secure developments that will improve the economic, social and environmental conditions of the area and that at every level should seek to approve applications for sustainable development. We look forward to working with the LPA to deliver this proposal.

The National Planning Policy Framework (NPPF) 2024 places significant emphasis on the delivery of sustainable development. Paragraphs 11 and 12 of the NPPF establish a presumption in favour of sustainable development, which sits at the heart of the planning system and guides both plan-making and decision-taking.

For decision-taking, the NPPF requires that planning applications which accord with an up-to-date development plan should be approved without delay. Where relevant policies are out of date, permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework as a whole. The current Local Plan is in Draft form.

Economic Objective – the objective seeks to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure. There are many economic benefits associated with the development during the construction phase, from the use of local tradespersons, including shopfitters, to making use of local suppliers and service providers. Once the conversion, if granted, has taken place, an asset will be provided in the area, helping to secure the properties future viability.

The proposals support the continued viable use of an existing building, provide local employment opportunities and support small scale retail provision that meets every day local needs.

The reuse of part of Jordans Sports Club for a convenience store represents an efficient and flexible use of land and buildings, consistent with the NPPF's objective to support a strong, responsive and competitive economy.

Social Objective - The proposal delivers clear social benefits, including, improved access to everyday goods within walking distance of homes, increased inclusivity through level and ramped access, support for residents without access to a private car and enhanced convenience for elderly and mobility-impaired residents.

By reducing the need for residents to travel to access basic services, the development supports healthier lifestyles and improved quality of life, aligning with the NPPF's objective of creating strong, vibrant and healthy communities.

Environmental Objective - The proposals make use of an existing building and in this respect should be considered to be an environmentally sustainable development. The proposal provides an opportunity to provide new development on an existing site without any harm to wildlife, landscape, heritage or other environmental considerations by reusing an existing site, extending and enhancing it to provide a more viable business.

The proposal supports environmental sustainability by reusing an existing building rather than developing undeveloped land, reducing short car trips for everyday shopping encouraging walking and use of public transport, including an existing bus stop located directly outside the site and by limiting the need for additional parking provision.

The development therefore contributes to reducing carbon emissions associated with unnecessary vehicle journeys, in accordance with the NPPF's environmental objectives.

In accordance with the NPPF 2024 presumption in favour of sustainable development and having regard to the development plan and other material considerations, the proposal represents sustainable development in its fullest sense.

We are entirely confident we can comply with these requirements.

Policy SP1 confirms that planning decisions should be made positively and states that development proposals will be supported where they, accord with the development plan; or where relevant policies are out of date, unless the adverse impacts would significantly and demonstrably outweigh the benefits.

Policy SP1 therefore directly mirrors the decision-taking approach set out in the NPPF and provides a strong local policy basis for approving sustainable development proposals.

The development makes efficient use of an existing building and supports the continued vitality of a community facility small-scale local employment, a flexible and viable local retail use. This aligns with SP1's objective of supporting sustainable economic development within established urban areas.

By providing a convenience store within walking distance of a large residential estate and improving access to everyday goods for residents without access to a private car while incorporating level and ramped access to ensure inclusivity, to support healthier and more sustainable lifestyles, the outcome directly support SP1's aim of creating strong, inclusive and healthy communities.

The reuse of an existing building alongside reducing the need for short car journeys to shop and encouraging walking and public transport use, the proposal accords with SP1's emphasis on sustainable patterns of development and movement.

The proposal complies with the overarching objectives of the NPPF and fully aligns with Local Plan Policy SP1 by delivering a clear economic, social and environmental benefit.

The proposal would not give rise to any significant or demonstrable harm in accordance with the presumption in favour of sustainable development.

Policy 27 of the Local Plan requires that main town centre uses located outside defined centres are supported by a Sequential Test.

A Sequential Test (found below) has been undertaken which demonstrates that there are no suitable, available and viable sites within Hebburn or Jarrow Town Centres that could reasonably accommodate a small, neighbourhood-focused convenience store of the scale proposed.

Once this test is satisfied, Policy 27 allows for development in out-of-centre locations where justification has been provided. In this instance, the justification is particularly strong due to the localised nature of the proposal, its walk-in residential catchment, and the absence of any adverse impact on the vitality or viability of nearby centres

The siting of the proposal is therefore fully compliant with Policy 27.

Policy 29 of the Local Plan recognises the important role that small-scale retail and service facilities play in meeting the day-to-day needs of local communities. The policy is clear that Local Neighbourhood Hubs are intended to function as walkable, community focused centres, helping to reduce reliance on private car travel and supporting social cohesion.

Policy 29 confirms that such facilities are important for meeting everyday shopping needs, valuable in providing a focal point for communities, instrumental in reducing the need to travel by car, and central to supporting sustainable patterns of movement. There is flexibility beyond defined hubs.

While the application site is not located within a formally designated Local Neighbourhood Hub, Policy 29 is deliberately flexible in its application. The policy explicitly acknowledges that there will be circumstances where new local neighbourhood facilities are required outside existing defined centres, and that such proposals should be supported where there is a clear local need.

This flexibility is particularly relevant where residential areas are underserved by local facilities, such as in this location.

When hubs are not within a reasonable walking distance, small scale and purely local in function facilities can be supported.

The current proposal falls squarely within this policy intent.

The proposed convenience store is small in scale and limited in function, designed specifically to serve the immediate surrounding residential area. Its product range will be focused on everyday essentials rather than comparison goods, ensuring that it operates as a neighbourhood facility, not a destination retail use.

The proposal does not seek to replicate the function of larger centres or undermine their role. Instead, it fills a local service gap, providing residents with access to basic goods within walking distance of their homes.

The site is embedded within a large, established housing estate where residents currently have limited access to convenience retail within a walkable catchment. As a result, even short trips for essential items require residents to use a private car or rely on lifts or public transport to travel to larger centres for minor purchases.

This situation disproportionately affects elderly residents, those with mobility impairments, households without access to a car and busy parents making frequent trips.

The proposal directly responds to this identified need by placing a small convenience store within the heart of the residential area, consistent with the objectives of Policy 29.

By providing a local shop within walking distance, the proposal will reduce short, unnecessary car journeys, encourage walking as the primary mode of access and support healthier lifestyles.

This outcome aligns closely with the purpose of Policy 29, which seeks to reduce car dependency and support more sustainable travel patterns at a neighbourhood level.

The limited on-site parking provision is therefore appropriate and reinforces the intended walk-in nature of the store, while existing on-street parking in the area provides sufficient flexibility where required.

Beyond retail provision, small local facilities play an important role in, strengthening community identity and supporting social interaction, something the site, as a Social Club, has done for many years, this use simply diversifies the use while retaining its overall function in terms of community hub.

The proposal delivers these wider community benefits without giving rise to any material harm.

Although not located within a designated Local Neighbourhood Hub, the proposal is able to fully accords with Policy 29 in both spirit and substance and should be afforded significant positive weight in the overall planning balance.

We are confident the proposals will be beneficial to the building, to the landscape, and to the area, helping to support the diversification of the existing business/property. The proposals respect the distinctive character of the area in which the development is proposed, both in terms of the scale, design and nature of development.

Sequential Test

Though we understand the requirements of the Sequential Test, this application focus' primarily on the re-use and diversification of an existing business, to ensure its future viability. The works provide a small general retail store, in an area of existing business use, while retaining in part, the Social Club. The proposed use contributes to provide an important service in the area.

As stated previously, the Sequential Test is requested as the proposed use is classed under the National Planning Policy Framework (NPPF) as a main town centre use and the proposal site is located outside of the town centre.

Policy 27 of the South Tyneside Local Plan requires that Main Town Centre uses located outside defined centres are supported by a Sequential Test, demonstrating that there are no suitable, available and viable sites within sequentially preferable locations. This reflects both National Policy and the Local Plan's objective of safeguarding the vitality and viability of existing centres.

This Sequential Test has been undertaken in accordance with Policy 27 and relevant national guidance. This assessment has considered Hebburn and Jarrow Town Centres, being the most appropriate and sequentially preferable locations for town centre uses.

Of all the sites considered, we have accounted for –

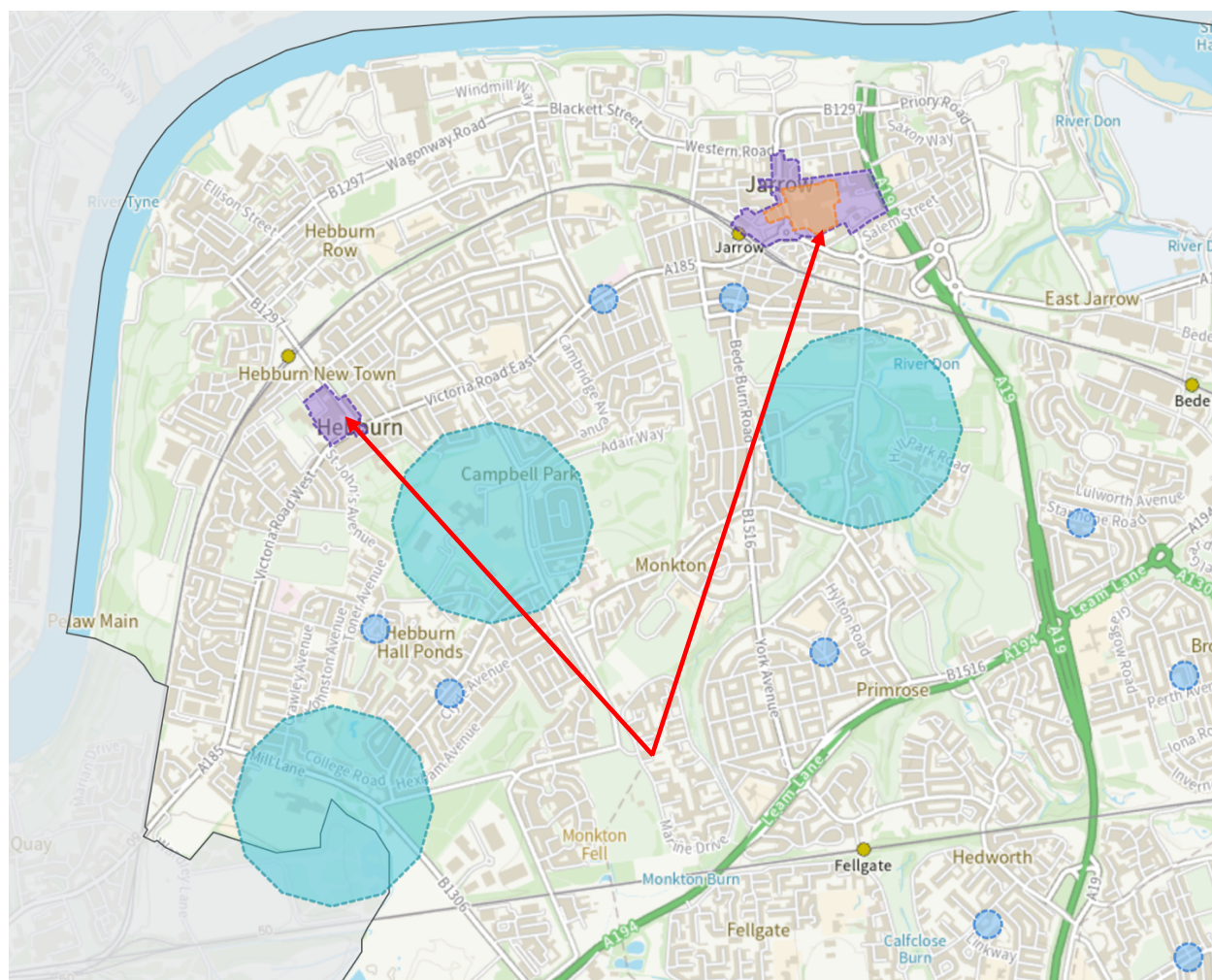
- the current planning/land use,
- the environmental constraints,
- the proposals compatibility with the available footprint, we applicant requires a unit of around 215m² - 230m² to create a small convenience store.
- the proposals compatibility with a sites surrounding uses,
- accessibility, and,
- commercial feasibility.

The LPA request that we assess the proposals against Hebburn and Jarrow Town Centres.

Following consultation, we have considered the sequential approach, updating our original findings where applicable.

The sites proximity to the Town Centres

- Hebburn Town Centre is found approx. 2 miles away to the northwest of the application site, and,
- Jarrow Town Centre is also approx. 2 miles away to the northeast.



Extract – Local Plan Map

The above map illustrates the relationship between the application site and the nearest defined town centres at Hebburn and Jarrow. As shown, the site is located approximately 2 miles from both Hebburn Town Centre and Jarrow Town Centre.

This distance is well beyond a reasonable or practical walk-in catchment, particularly for –

- Everyday convenience shopping
- Elderly residents
- Families with children
- Residents local to the site, without access to a private vehicle

The Local Plan and national guidance both recognise that walkable catchments for centres are typically limited to significantly shorter distances. The mapped evidence clearly demonstrates that neither Hebburn nor Jarrow Town Centre can realistically serve the day-to-day convenience needs of residents living within the immediate Marine Drive housing area on a walk-in basis.

In setting out to find possible alternative sites for the proposals we/our client searched *firstly* for vacant properties with commercial use (E class) and a footprint of 215m² to 230m², the search was then widened to include for properties within the Town Centre currently available without E Class use.

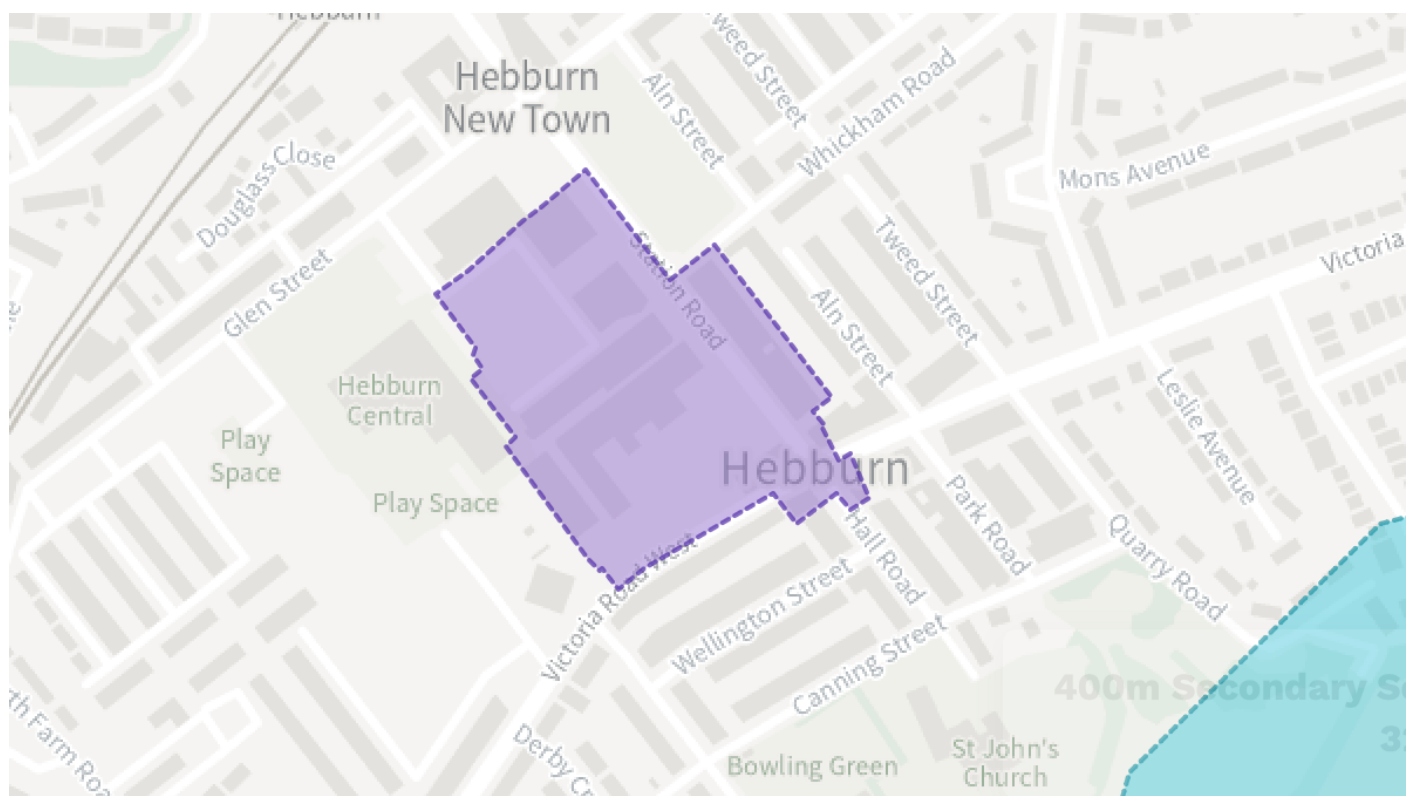
We have reviewed vacant rented sites; however, this situation would be completely unsuitable for the proposals and the cash outlay in providing this service. For the scope of this test, we have only included the results of properties for sale.

There are a very limited number of properties in both Hebburn and Jarrows Town Centres, and although a few do lay empty, this does not mean they are offered for sale.

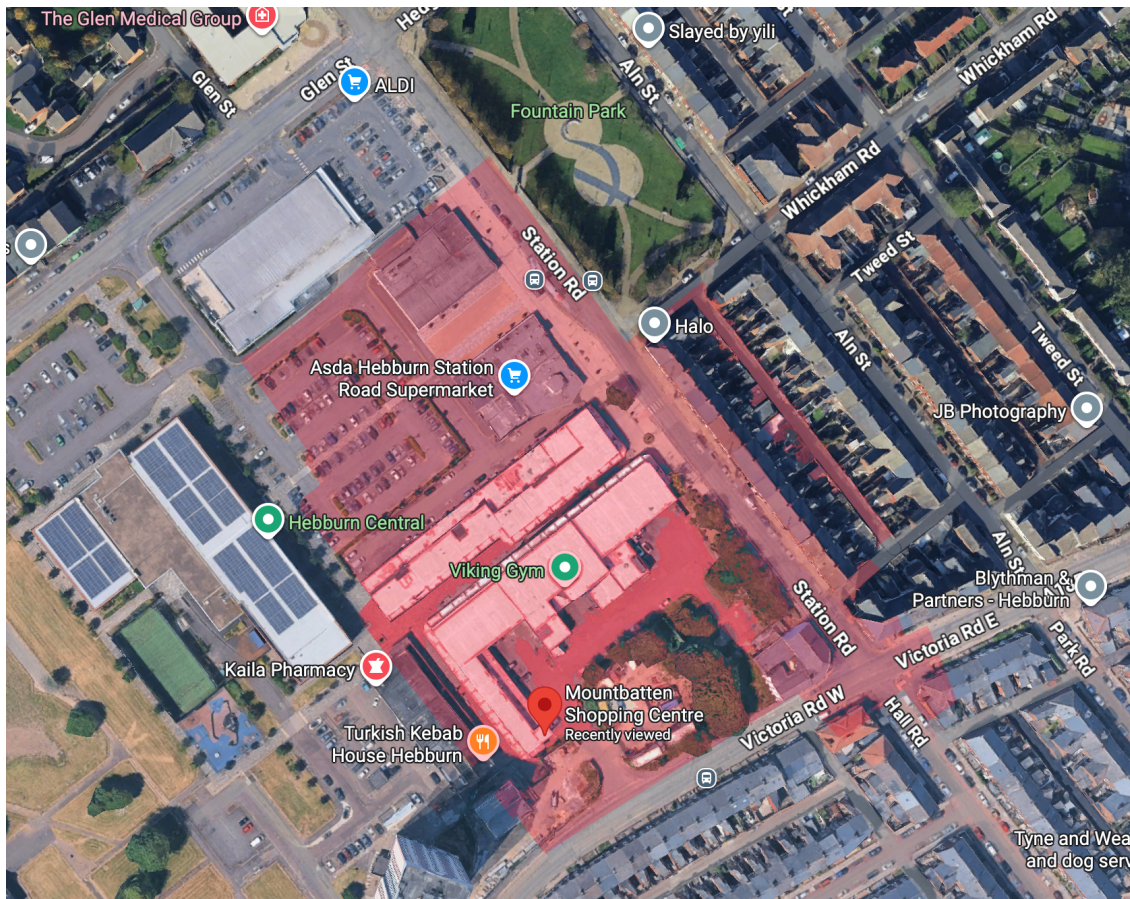
We reviewed all currently available to purchase properties within differing use classifications and considered all that could feasibly be converted to become an extension to the existing retail unit proposed here.

We conducted our search using multiple local and national estate agents specialising in commercial and professional listings.

Hebburn Town Centre



Extract – Local Plan Map – Hebburn Town Centre Boundary



Hebburns Town Centre boundary covers a relatively small area, as shown left.

The Town Centre includes a terrace of 16no properties on Station Road, 2no properties on Victoria Road West and 37no purpose use units within Mountbatten Shopping Centre, alongside larger units owned by Aldi, Asda and Royal Mail.

Extract – Google Maps – Hebburn Town Centre Boundary

Off street parking is provided within a public carpark to the rear of Mountbatten Shopping Centre, and the area underwent regeneration in 2018 to improve the public realm.

Parking equates to roughly one to two spaces per unit, though this also serves the nearby library and further units outside the defined Town Centre Boundary.

There are a mix of planning uses, though the majority of units here are retail or hot food takeaway.

This centre is a Small Scale Town Centre.

Total number of units at this centre - 58

Total number of vacant units at this centre – 1

Occupancy rate – 98.28%

Available vacant floor area – 64m2

Units Considered -

Mountbatten Shopping Centre

One small unit of 64m2 is offered for lease within Mountbatten Shopping Centre.

Whilst the units offer excellent facilities in terms of access and parking the unit is far too small to provide the use proposed here.

The applicant are owners of the application site, and do not seek to rent space.

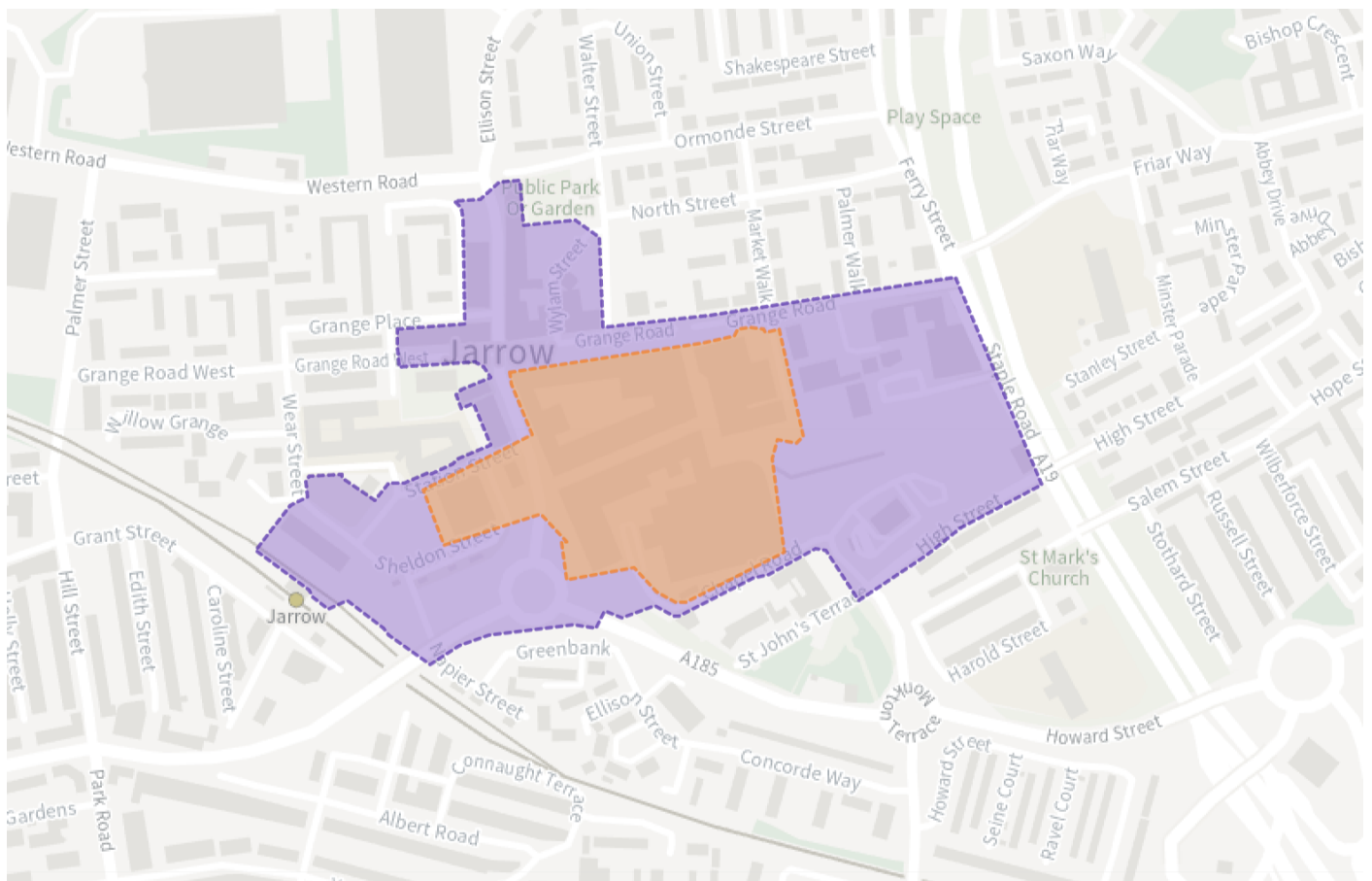


No units were offered for sale within Hebburn Town Centre.

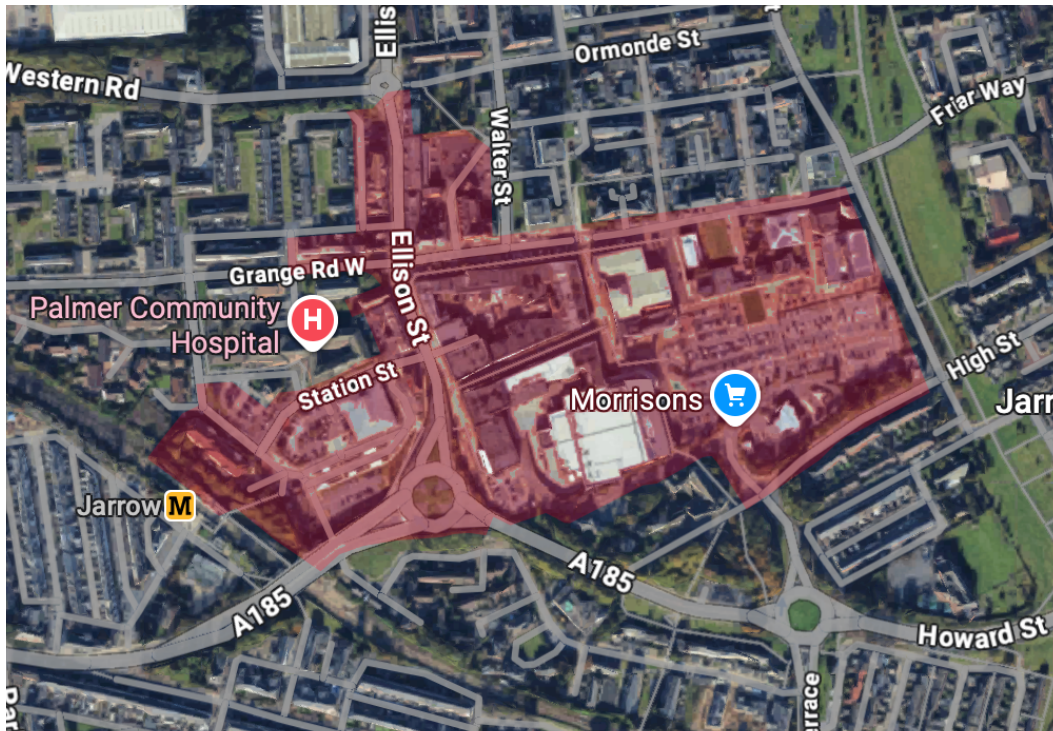
No other units were offered for rent in Hebburn Town Centre.

The area has a great occupancy level.

Jarrow Town Centre



Extract – Local Plan Map – Jarrow Town Centre Boundary



Extract – Google Maps – Jarrow Town Centre Boundary

Jarrow Town Centre covers a relatively large area, as shown to the left.

The Town Centres include the Viking Shopping Centre, which hosts 59 units of varying size, occupied by bigger named brands. The centre has two precincts, Bede and Viking, with frontages over Monkton Road, Grange Road and Ellison Street.

There are further low density units on Station Street, Ellison Street, Grange Road, Staple Road, and rear of the High Street.

Off street parking is provided to the east of the Viking Shopping Centre, with over 400 spaces serving the Town Centre.

Parking equates to roughly one to two spaces per unit, though this also serves the nearby library and further units outside the defined Town Centre Boundary.

There are a mix of planning uses, though the majority of units here are retail or hot food takeaway.

This centre is a Mid-Scale Town Centre.

Total number of units at this centre – 59 within the Viking Shopping Centre, plus further units within the surrounding streets.

Total number of vacant units at this centre – 0

Occupancy rate – 100%

Available vacant floor area – 0m²

Units Considered -

Johnnies, Walter Street, Jarrow

Offered for sale is Johnnies Public House found at the end of Walter Street. The public House has Sui Generis use and a floor area of 452m².

At the time of our search, this was the only unit offer for sale or rent.

Though found on Walter Street, which is found partly within the defined Town Centre, this property is located at the opposite end of the road, outside the Town Centre, and therefore, should not be considered.

The unit has no parking provision, and a floor area far too large for the proposals.

Findings

The initial search for suitable vacant sites with E planning use was not successful, suitable stock within the area is very limited, with only 2no units available for purchase at the time of report.

In assessing the sequential availability of sites and the potential impact of the proposal, regard has been had to the current health and performance of both Hebburn Town Centre and Jarrow Town Centre.

A review of available premises indicates that both centres appear to be performing well, with limited vacancy and an active retail and service offer.

The total occupancy rating of the Town Centres we considered covering a range of planning uses appears to be high. Though we do accept there may be empty units within the centre, we were only able to consider those listed for sale at the time of search/report.

Within Hebburn Town Centre, only one vacant retail unit was identified. This unit is undersized, unsuitable for a viable convenience store operation, and does not provide sufficient floorspace or layout flexibility to accommodate the type of local retail use proposed.

Within Jarrow, only one property was identified as being available, comprising a public house offered for sale. This property is located outside the defined town centre boundary and is therefore not sequentially preferable in policy terms. In any event, its former use, layout and scale render it unsuitable for conversion to a small neighbourhood convenience store without significant alteration.

We found a lack of available units within the Town Centres and certainly none which would accommodate the scheme proposed or provide the high-quality premises our client aims to provide at their existing site.

Based on research, the Town Centres had a high occupancy rate. No sites of the scale and quality of the site already in our clients possession were available for purchase at the time.

The strong performance of both centres reinforces the conclusion that, there are no suitable, available and viable sites within Hebburn or Jarrow town centres for the proposed development.

The proposal will not undermine or compete with struggling centres, as no such struggle is evident, and the proposal will not displace existing town centre uses or divert trade from vacant units.

Instead, the proposal operates in a distinct retail role, serving a residential catchment that is geographically detached from both centres and not realistically served by them for day-to-day convenience needs.

The evidence demonstrates that Hebburn and Jarrow Town Centres are healthy and functioning effectively, and the proposal will not result in any adverse impact on their role, function or vitality.

In planning balance, the limited availability of suitable premises within the town centres, coupled with their positive performance, further supports the case for providing a small, walk-in convenience store within the residential area itself, consistent with National and Local Policy objectives.

The site is perfectly suited to the scheme, given its size, existing access, surroundings and amenity space.

The application site has excellent links for pedestrian use, with a bus route running close to the site; the nearest bus stop directly outside the premises.

There are no other units currently operating within the area which provide a similar asset, we do not feel local businesses will be adversely affected by the proposal which in part retains a community asset while diversifying an area of the unit to create another.

Conclusion

We feel that the scheme is ideal for the location and constraints of the building and surrounding area. Given the design and location of the development we do not consider that it will unduly detract from the character and appearance or the visual amenity of the area.

We are happy to work with the LPA to deliver this proposal and welcome their advice and guidance.

We have considered the proposed development against the relevant local and national planning policies and are of the opinion that the scheme before the Local Planning Authority is acceptable in planning terms. We feel the proposals fit into the council vision, aims and objectives.

This Planning Statement has demonstrated that the proposed change of use of part of Jordans Sports Club to form a small convenience store is acceptable in principle and fully justified in planning policy terms.

The proposal complies with the National Planning Policy Framework (2024), including the presumption in favour of sustainable development.

The proposal aligns with Local Plan Policy SP1, delivering economic, social and environmental benefits, satisfies the requirements of Policy 27 through a robust Sequential Test, confirming that no suitable, available and viable sites exist within Hebburn or Jarrow town centres, and reflects the intent and flexibility of Policy 29 by providing a small-scale, neighbourhood facility to serve an underserved residential area.

The proposal will not result in any material harm to the vitality or viability of Hebburn or Jarrow town centres, both of which are performing well, and provides inclusive, accessible development with level access, ramped entrances and excellent public transport connectivity.

The proposal represents an appropriate and sustainable reuse of an existing building, delivering a clear local benefit without giving rise to any adverse impacts.

When assessed, there are no material considerations that indicate planning permission should be withheld.

We are confident that the scheme is ideal for the location and constraints of the site and surrounding area and would respectfully ask for support of this planning application, we trust the foregoing is adequate for determining the outcome but if any further information is required, please contact the agent directly.