South Tyneside Council

Reference:	260030
Location:	34 Alnwick Road,South Shields,NE34 0LB
Ward:	Biddick and All Saints
Application documents and plans can be found here	MVM Document Viewer



Description:	Change of use from C3 dwellings to C4 House in Multiple Occupation [HMO] (5 persons)
Applicant:	Mr Yaz Akram
Agent:	Beaumont and Partners
Reason for bringing the application to Planning Committee:	Representation(s) have been received from a ward member
Recommendation:	Grant Permission with Conditions
Case Officer:	Casey Scott
Case Officer Contact No.:	0191 4246780 or 07442 655446

List of neighbour representation addresses:

Cllr Rachael Taylor – Refer to Planning Committee

Objections

9 Alnwick Road, South Shields x2

11 Alnwick Road, South Shields

26 Alnwick Road, South Shields

30 Alnwick Road, South Shields

32 Alnwick Road, South Shields x2

37 Alnwick Road, South Shields (x2 – separate people)

43 Alnwick Road, South Shields

51 Alnwick Road, South Shields

56 Alnwick Road, South Shields

58 Alnwick Road, South Shields

74 Alnwick Road, South Shields

76 Alnwick Road, South Shields

3 Homestall Close, South Shields

1 Darenth Street, South Shields x2

43 Richmond Road, South Shields

40 Spohr Terrace, South Shields

18 Stoddart Street, South Shields

All of the issues raised are summarised in the body of the report

Description of the Site

1. This application site, 34 Alnwick Road, is a mid-terraced property with a lawful use as a residential dwelling (Use Class C3). The site lies within a residential area of South Shields. The site is bounded by other residential properties to the north, south, east and west. The application site includes private amenity space, with a rear yard area enclosed by high brick walls with a pedestrian access to the rear service lane, which serves the application site and neighbouring properties within the terrace. There is no in curtilage car parking to the application site.

Description of the Proposal

2. This application seeks full planning permission for the change of use of the building from a residential dwelling (Use Class C3) with three bedrooms, to a 5 bedroom 5

person house in multiple occupation (HMO). The proposed plans show a shared kitchen / dining area to the ground floor as well as two bedrooms, two further bedrooms to the first floor and a 5th bedroom in the loft space. All bedrooms would have an ensuite bathroom. The only external works proposed as part of the development are for the addition of a bin store and the installation of eight wall mounted lockable cycle stands within the enclosed rear yard. The property currently has no in curtilage car parking and none is proposed as part of this application.

3. Whilst it is not clear if the internal conversion works have been undertaken, as of the site visit to the property on the 4th February there was construction work being undertaken to the property. This planning application has been submitted following the making of an immediate Boroughwide Article 4 Direction by the Council in late 2025 to remove permitted development rights for the material change of use of Class C3 dwellinghouses to Class C4 small HMOs. Prior to the coming into force of the Article 4 Direction it would not have been necessary to obtain planning permission from the Council for the proposed change of use of the property.

Relevant Planning History

4. No relevant planning history.

Summary of Consultation Responses

5. The following responses were received in response to the statutory consultation period which ended on 19.02.2026.

Community safety

6. In terms of crime and disorder risk minimisation, we would feel more reassured if a robust management plan was in place and submitted with this planning application covering the following points;
    - The property must be continually covered by fully monitored CCTV cameras monitoring the front and rear doors so that all coming and goings are observed.
    - Residents are to be signed up with and Excluded License to Occupy, which includes clauses related to their behaviour such as; Ensuring they are responsible for the conduct of their guests who are generally not to be left unaccompanied.
    - Not to allow visitors to cause a nuisance or annoyance to neighbours.
    - Not to allow visitors to commit any form of harassment or commit an act which may interfere with the peace and comfort of residents, visitors or neighbours.
    - Not to play loud music or use any equipment causing a nuisance to another resident or persons in the neighbourhood. In short there must be specific house rules that cover the topics outlined above.

    Additionally, the Landlord must;
    - Have a robust Anti-Social Behaviour Procedure, which sets out an escalating series of waring and behaviour agreements until finally a resident runs the risk of having a notice served on them and their licence revoked resulting in their immediate removal from the Property.
    - If residents breach their license conditions and cause nuisance to other residents or neighbours the landlord will ask them to leave
    - In cases of violence or threats of violence to other residents at the Property or to surrounding neighbours the landlord will ask the resident to leave immediately without notice.

Housing Strategy

7. No response received.

Environmental Health (HMO Licensing)

8. This property would require an HMO licence if occupied by five or more people.

Four of the rooms would be large enough to be occupied by two people (>10.22 m) allowing a potential occupancy of 9 people.

There are 3 licenced HMO's elsewhere in the locality at 382 and 455 Stanhope Road and at 20 Brabourne Street.

We are also aware of a conversation at 5 Alnwick Road which is planned to be a 5/6 bed HMO.

Highway Authority

9. Recommendation: an important issue that the local planning authority is advised to consider in determining the application.

Car Parking

SPD6 Car Parking Standards for HMO schemes in urban areas require 1 space per 5 units for residents, plus 1 space per 5 units for visitors. There are no opportunities for in-curtilage car parking provision associated with the development, which would result in any related car parking requirements taking place on the public highway.

Given that the proposed HMO use parking requirements are similar or less than the existing C3 residential dwelling use, based on requirements of SPD6 for HMO use, the Highway Authority would have no objections to zero in-curtilage car parking provision associated with the application, with residents and visitors utilising off-site car parking opportunities, as would be the arrangement for the existing/previous use of the site.

Cycle Parking

Minimum cycle parking standards for HMO proposals in urban areas requires 1 space per unit for residents, plus 1 space per 5 units for visitors. In-curtilage cycle parking identified within the submission shows provision for the parking of 8 bikes on site, which complies with SPD6 Parking Standards (Cycles).

Any related cycle parking condition imposed on the planning consent should include that the provision is sheltered and secure, and for the retention of the cycle parking bays in-curtilage to encourage sustainable travel options.

Refuse Storage & Collection

Refuse storage is shown within the site curtilage, which is acceptable.

Northumbria Police

10. Northumbria Police have concerns with regard to the number of HMO applications in the South Tyneside area, and the reduction of the number of family homes available for sale.

We would recommend that the development is single occupancy for the rooms and let to same sex occupants to reduce as much as possible any VAWG incidents (Violence against Women and Girls). We recommend this under NPPF section 96 (C) and 135 (F), to promote a healthy and safe environment in the development.

Having reviewed the provided plans we would question the size of room 3 at 14.4msq in comparison to room 4's 10msq, has the en-suite in room 3 been added in to the overall room size?

We would further recommend that the 5 rooms are for single occupancy, though the street does not have any parking restrictions, there is likely to be an increase in parking if each of the residents has a vehicle, also there is likely to be an increase in visiting vehicle with friends/relatives of the occupants coming to the address, this is likely to cause tensions in the street due to the previously mentioned increase in vehicles, which will increase the demand on public services to attend these incidents/crimes.

We have concerns that the increase in the number of strangers residing in the new development has the potential to cause an increased demand on the local services including the police with regard to inter resident conflict as well as domestic abuse, this is why we have mentioned the VAWG in our reply and hope that this is considered in the approval or refusal for the application.

Waste Services

11. No response received.

Summary of Representations

12. This application has been publicised by means of letters of notification to neighbouring properties, and a site notice.

Representation from Cllr Rachael Taylor

13. Requests that the application be determined at planning committee due to councillor's concerns about the application type.

Neighbour comments

14. 22no. representations have been received in objection to the proposal. The issues raised are summarised as follows:

- Concerns regarding who the end user would be
- Additional car parking from new residents, pressure on parking
- Impact on local character and community cohesion
- Strain on local services as a result of new occupants to dwelling
- Refuse management, concerns regarding the generation of waste by number of occupants
- Loss of privacy for neighbours

- Loss of a family home from the local housing market
- Potential for increased crime and anti-social behaviour
- De-valuation of nearby properties
- Inadequate living standards for potential future occupiers
- Safety concerns for future occupiers with respect of fire safety and means of escape
- Development would set a precedent for future developments for HMO in the area
- Potential for noise impacts due to over-intensification of a residential property

Relevant planning policy

15. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission must be determined in accordance with the adopted development plan, unless material considerations indicate otherwise

16. The statutory development plan comprises the Council's adopted Local Development Framework (LDF) development plan documents. Those LDF documents of relevance to this application comprise of the Core Strategy 2007 (CS) and a Development Management Policies Development Plan Document 2011 (DMP).

17. The following LDF policies are relevant to this planning application

- ST1 - Spatial Strategy for South Tyneside (CS)
- ST2 - Sustainable Urban Living (CS)
- SC1- Creating Sustainable Urban Areas (CS)
- SC3 - Sustainable Housing Provision (CS)
- SC4 - Housing Needs, Mix and Affordability (CS)
- EA3 – Biodiversity and Geodiversity (CS)
- EA5 – Environmental Protection (CS)
- A1 – Improving Accessibility (CS)
- DM1 - Management of Development (A, B, and G) (DMP)
- DM4 - Intensive Housing Uses (DMP)
- DM7 - Biodiversity and Geodiversity Sites (DMP)

18. The following Council planning guidance documents are also relevant to this planning application:
    - SPD6 - Parking Standards
    - SPD9 - Householder Developments
    - SPD23 Interim - Mitigation Strategy for European Sites (Recreational Pressure from Residential Development Planning Committee 9 February 2026

19. On 4 March 2025, the Council was directed by the Secretary of State for the Ministry of Housing, Communities & Local Government to submit the South Tyneside Local Plan for examination by 12 March 2025 in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Local Plan has been subject to examination in public hearings in July 2025 and January 2026 and is now progressing towards Main Modifications consultation following receipt of the Inspectors post-hearing letter. Paragraph 49 of the National Planning Policy Framework (2024) states that local planning authorities may give weight to relevant policies in emerging plans according to:

    - the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and,
- the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

20. Whilst the draft Local Plan is now at a more advanced stage of preparation, the weight that can be given to individual Policies in the Plan varies. Relevant Policies are as listed below (with text provided after each Policy regarding the weight that officers consider can be afforded to that Policy):

- Policy SP1: Presumption in favour of Sustainable Development (limited)
- Policy 1: Promoting Healthy Communities
- Policy 3: Pollution
- Policy SP16: Housing Supply and Delivery (very limited)
- Policy 16: Houses in Multiple Occupation (limited)
- Policy SP21: Natural Environment (significant)
- Policy 35: Delivering Biodiversity Net Gain (limited)
- Policy 47: Design Principles (limited)
- Policy SP26: Delivering Sustainable Transport (very limited)

21. National planning policy is also a material consideration in determining this planning application. Relevant national policy comprises the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG), the National Design Guide and the National Model Design Code.

Assessment

22. The key issues in the assessment of this planning application are as follows:

- NPPF Tilted Planning Balance
- Principle of Development
- Impact on Visual Amenity
- Impact on Residential Amenity
- Crime and Anti-Social Behaviour and the fear of crime
- HRA and Biodiversity Net Gain
- Highway Safety
- Drainage and Flood Risk
- Other matters

NPPF Tilted Planning Balance

23. The NPPF (December 2024) paragraph 11 states that 'Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) 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 strong 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.'

24. Having regard to NPPF paragraphs 78 and 232, as a consequence of the Council not having a demonstrable 5 year housing land supply plus a 20% buffer and the Council's Housing Delivery Test results showing that the delivery of housing was substantially below the housing requirement over the previous three years, the tilted balance in NPPF paragraph 11 d) is engaged.

25. This means that greatest weight must be given to the NPPF as a material consideration in deciding this planning application. The NPPF clarifies, at Footnote 7, that the policies referred to in paragraph 11 d) limb (i) are those in the NPPF (rather than those in development plans) relating to: habitat sites and/or designated as SSSI, Green Belt, AONB, National Parks, Heritage Coast, irreplaceable habitats; designated heritage assets and areas at risk of flooding or coastal change.

26. The LPA must under NPPF paragraph 11(d) limb (i) test whether the application of one or more "Footnote 7 policies" provides a strong reason for refusing planning permission. It should be noted that the simple fact that such a policy is engaged is insufficient to satisfy limb (i). Whether or not limb (i) is met depends upon the outcome of applying the relevant "Footnote 7" policies.

27. In relation to limb (i) it is the Footnote 7 references to "Habitat Sites" (and in relation to Habitat Regulations Assessments) that applies to the application / proposal.

28. The LPA must also consider paragraph 11(d) limb (ii) and the matter of whether or not any adverse impacts arising from the development would significantly and demonstrably outweigh the benefits of the proposal when assessed against the NPPF as a whole.

Principle of the Development

29. The scheme proposes a 5 bedroom, 5 person HMO (Use Class C4) as a change of use from the single dwelling (Use Class C3).

30. Paragraph 61 of the NPPF notes that it is important that a sufficient amount and variety of land can come forward where it is needed, and that the needs of groups with specific housing requirements are addressed. The NPPF (at Paragraph 73(d)) positively supports the development of windfall sites such as this for new housing, as would the LDF in terms of policies ST1 and SC1.

31. Policy SC1 of the Core Strategy seeks to deliver sustainable communities by focusing and promoting development proposals within the built-up areas. The application site is located within a built-up area and as such the proposal would accord with LDF Policy SC1.

32. Policy SC3 of the Core Strategy supports the delivery of sustainable housing provision. This will be achieved by a combination of site allocations within Area Action Plans and

the Site-Specific Allocations document, as well as ‘windfall’ developments on previously developed land.

33. LDF Policy DM4 provides the planning policy context for the consideration of intensive housing uses including guest and boarding houses, hostels and larger houses in multiple occupation.

34. A "smaller HMO" is a C4 class use, defined within the Use Classes Order 1987 (as amended) as the “Use of a dwellinghouse by not more than six residents as a “house in multiple occupation”.

35. Consequently, the assessment of the application against Policy DM4 is not considered appropriate as it relates specifically to larger HMOs, unlike the application proposal which is for a smaller HMO for occupation by up to 5 residents.

36. For the purposes of this planning assessment, an HMO can represent providing someone with a home and a place to live. As an HMO use is essentially residential in nature, it is not, as a matter of general planning land use principles, considered to be an inappropriate use within a largely residential setting.

37. The site constitutes previously developed land and is located within a built-up area. Both the LDF (in terms of policy SC1) and NPPF support the re-development of such sites. It is also considered to be located within a sustainable location, close to shops and services on Stanhope Road to the north of the site and Boldon Lane to the west of the site. The site is also accessible by bus routes on Stanhope Road and Boldon Lane, and Tyne Dock Metro Station is approximately 320m to the north of the site.

38. With respect to the character of the area and concerns relating to the increase in the number of HMO’s, it is noted that the area is predominantly occupied by residential dwellings, primarily terraced dwellings.

39. With regard to the cumulative impact of HMO proposals, emerging Local Plan Policy 16 makes reference to any individual dwelling not being ‘sandwiched’ between two HMOs on both sides and to the number of HMO dwellings not exceeding 10% of the total number of properties within 100 metres of an application site within the Lawe Top Article 4 Direction area. Whilst this Policy can only be given limited weight at this time (and the 10% criteria wouldn’t apply in this area) it does give an indication as to the tipping point at which the number of HMOs within an area may not be acceptable in terms of cumulative impact. Within the HMO register there are 3 HMOs currently registered in the locality. The nearest of these at 20 Brabourne Street is 50 metres north west of the application site, with further HMOs at 382 and 455 Stanhope Road 146 and 165 metres respectively to the north. There are also two separate further current (and undetermined) planning applications for HMOs in the local area at 10 Belle Vue Crescent (reference 250805, approximately 200 meters from the application site) and 410 South Eldon Street (reference 250775, 780 meters from the application site).

40. Should planning permission be granted for these two schemes, the current application for 34 Alnwick Road, would be in accordance with emerging Policy 16 and consequently, it is not considered that the proposed development, in the context of existing HMOs and current HMO applications in the locality, would give rise to significant harm in terms of cumulative impact to the character of the area.

41. It is also important to note that smaller HMO’s of up to 4 people (from two or more unrelated households) in a property that are sharing facilities (normally bathing and

kitchen facilities) would still be a C4 HMO but it would not be licensable and, as such, the Council would have no record of these smaller HMO's.

42. Comments provided by Environmental Health – HMO Licensing state they are aware of a planned HMO at 4 Alnwick Street. Given the introduction of the Article 4, planning permission would be required for this HMO. At present, the LPA does not have a planning application for a HMO at this address.

43. Whilst the concerns of residents are noted, it is not considered that the loss of 1no. C3 dwelling would result in significant harm to the housing mix and availability of dwellings in the area. Indeed, it is considered that the addition of the proposed HMO would result in a more varied mix of housing provision in an area that would assist with meeting particular housing needs.

44. It is, therefore, considered, hat the proposed use would be acceptable in principle in this location and in accordance with the above referenced LDF Policies and the NPPF.

Impact on Visual Amenity

45. Part 12 of the NPPF promotes good design and sets out that the planning system should contribute to and enhance the natural and local environment.

46. Policy DM1 states that in determining all applications we will ensure that, where relevant: A – the development, including new buildings, extensions and alterations to existing buildings, are 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.

47. Externally to the dwelling, no works are proposed to the property to facilitate the change of use as part of this application. Works to the property to convert the roof space into habitable accommodation (the submitted existing layout plans identify a bedroom within the roof space) including two roof windows within the front and rear roof planes have already been undertaken. Within the rear yard, bin storage and cycle wall stands are proposed but these would not be visible from the public realm.

48. Therefore, in visual amenity terms the application proposals are considered acceptable and in accordance with LDF Policy DM1 (A) and the NPPF.

Impact on Residential Amenity

49. NPPF paragraph 135(f) states that planning policies and decision should ensure that developments create places which promote health and wellbeing, with a high standard of amenity for existing and future users.

50. Policy DM1 (B) requires a development to be acceptable in relation to any impact on residential amenity.

51. Policy EA5 (A) requires the council to reduce levels of pollution and nuisance throughout the Borough.

52. Comments have been received that the proposed HMO would lead to an increase in noise and disturbance to neighbouring occupiers.

53. It is proposed that up to 5no. people could live at the property in 5no.bedrooms which would be secured via condition. There would be communal kitchen and dining room facilities on the ground floor with ensuite bedrooms across the ground and first floor and within the roof space. The proposed bedrooms are considered to be of an adequate size to provide suitable accommodation for future occupiers, all of which would meet the size requirements for an HMO licence.

54. The proposed use would be residential in nature and would be located adjacent to other residential properties. Residents have raised objections to the application on the basis that it would result in a change in the character of the area. The existing dwelling has 3no. bedrooms which would be considered suitable for a larger family of around 6 related persons.

55. The proposed use of the property as a HMO with a maximum of 5 occupiers would not be materially dissimilar to that of a family dwelling. The pattern of movement within the dwelling and to and from the dwelling may be different owing to the individual lives being led rather than a family unit, but this would not, it is considered, be of a such magnitude so as to cause substantial harm. As stated above, it is not considered that significant harm arises in terms of cumulative impact having regard to the distance of other existing HMOs from the application site.

56. It is considered that given the nature of the area and the fact that the property has been used as a 3 bedroom dwelling, there would be no significant harm to the residential amenity of neighbouring occupiers of the proposed development from external factors as to warrant refusal. Furthermore, as stated above, the surrounding locality is characterised by a mix of both housing and flats. As such, it is considered that the proposed use could operate from this site without significantly harmful residential amenity impacts arising in terms of noise and disturbance having regard to the existing lawful use of the property and other neighbouring uses. Issues of anti-social behaviour and crime are considered later within the report.

57. Bedroom 5 would be sited in the roof space of the property and would be served by 2 no. roof windows, one on each roof slope. These roof windows are already in situ as part of a loft conversion previously undertaken at the property. The roof windows are sited in the roof so as to have cill heights of 1.4m above floor level and the roof slopes face east-west. As such a good amount of natural daylight would be afforded to the room throughout the day as well as outlook over the local area.

58. A small yard at the rear of the property provides some private external amenity space and the application site is nearby to West Park, which is approximately 500m from the site to the north.

59. In regard to waste storage, the proposed HMO would house a maximum of 5 persons, and therefore 1x 240 litre recycling wheeled bin and 1x 240 litre domestic waste wheeled bin would be required as set out in the Landlords Guide to Standards for Houses in Multiple Occupation by the Council's HMO licensing team (2025). Waste storage would be provided in the yard to the rear of the property in accordance with this requirement as shown on the proposed plans. This will be conditioned.

60. Notwithstanding the objections and having regard to the above, it is considered that the proposals are acceptable in terms of their impact on residential amenity. It is considered that the property is of a suitable size to accommodate the proposed use and is also acceptable in terms of impact on the residential amenity of residents in the surrounding locality. Subject to it being demonstrated that satisfactory outlook over the local area is provided from the roof windows in the loft space bedroom as well as

adequate daylight to that room, conditions are proposed to restrict the number of occupants to 5 people, m and to secure refuse storage. Overall, the proposals are considered compliant with the NPPF, LDF policies DM1(B) and EA5 and emerging Local Plan Policies1, 3 and 16 with regard to residential amenity issues.

Anti-social Behaviour, Crime, and Fear of Crime

61. Paragraph 135(f) states that decisions should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

62. Policy ST2 (F) requires high quality in sustainable urban living by ensuring that the need to design out crime and eliminate the fear of crime has been addressed.

60. Concerns have been raised in respect of anti-social behaviour, a potential increase in general noise and disturbance. Northumbria Police and Community Safety have suggested that further work is progressed regarding proposed tenant management arrangements in respect of the HMO.

61. As set out earlier in this report and for the purposes of this planning assessment, an HMO can represent providing someone with a home and a place to live. As an HMO use is essentially residential in nature, it is not, as a matter of general planning land use principles, considered to be an inappropriate use within a predominantly residential area with a mix of tenure and housing types.

62. Whilst the concerns in representations received from neighbours and consultees are noted, the planning system is concerned with land use in the public interest, rather than the individual users of that land use. It is therefore considered that it is not for the planning system, or the decision-making process on this planning application for an HMO of the scale proposed, to pick up and deal with the day-to-day operational matters and management associated with the proposed HMO use (or its tenants, and who those tenants might be). Those responsibilities ultimately rest with the operator of the HMO. This has relevance in the context of the various representations about impacts arising from potential users of HMOs and in relation to the consideration of residential amenity anti-social behaviour, or fear of crime.

63. It is considered that there would be adequate indoor and outdoor space for tenants in terms of amenity and outlook from bedrooms within the application site and it is considered that it is not for the planning system, or the decision-making process on this planning application, to consider the day-to-day operational matters and management associated with the proposed HMO use (or its tenants).

64. Whilst these responsibilities ultimately rest with the operator of the HMO, it is specifically noted that HMO Licensing would also apply to this proposal. Any such licence would (if granted) place obligations on the license holder to (amongst other things) maintain the property and to manage their tenants; and furthermore, it would specify the occupancy level for each bedroom. It is however still considered appropriate in this particular instance (and on balance) to condition the occupancy of the HMO element to a maximum of six people.

65. It is considered that matters of day-to-day management of tenants would be most appropriately addressed through the Council's HMO licensing regime and by the landowner and there is no evidence that an authorised HMO operating from this property within the remit of the Council's HMO licensing regime would generate

harmful levels of crime and anti-social behaviour. The concerns of objectors relating to the fear of crime have also been assessed by officers but again it is considered that the licensing regime would provide safeguards against crime and anti-social behaviour with both the Council and the Police having powers that could be used to address any issues in this regard should they arise. It is not considered reasonable to refuse planning permission for these reasons. Furthermore, it is not considered that there is a proliferation of HMOs within the immediate locality surrounding the proposal that would result in it being unacceptable due to cumulative impacts related to residential amenity, community safety or highway safety.

66. Furthermore, no evidence has been presented that existing crimes reported in the locality are directly linked to HMO occupiers.

67. Having regard to the above, it is considered that the proposed development would be acceptable in planning terms in respect of the matters of crime, antisocial behaviour and the fear of crime. The proposal would therefore comply with relevant LDF Policies and the NPPF in this regard.

HRA and Biodiversity

68. As the proposal is a form of residential development within the 6km zone of influence of the Durham Coast SAC and the Northumbria Coast SPA & Ramsar Site (identified within the Interim HRA and SPD23), Habitats Regulations Assessment [HRA] pursuant to The Conservation of Habitats and Species Regulations 2017 is a consideration. The Appropriate Assessment undertaken has concluded that the proposal is compliant with these Regulations having regard to the Interim HRA and SPD23. The proposal is therefore considered to accord with the NPPF policy in relation to these designated "habitat sites" and as such there is no strong reason to refuse it in the context of NPPF para. 11 d i and its footnote 7.

69. In terms of Biodiversity Net Gain, the proposed development would impact less than 25 square metres of on-site habitat. This would fall under the de-minimus exemption under the Biodiversity Gain Requirements (Exemptions) Regulation 2024 and therefore the proposal would be exempt from having to provide for mandatory 10% BNG.

70. Therefore, based on the above, the development would be in accordance with Policy EA3 of the LDF Core Strategy and the NPPF with respect to ecology.

Highway Safety

71. LDF Policy A1 Improving Accessibility seeks to support public transport, cycling and walking by ensuring that new developments are easily accessible. Parking standards will apply to new development, as set out in SPD6.

72. Policy DM1 (G, H and I) Management of Development, seeks to ensure acceptable impact (or mitigation) of developments in relation to highway capacity and safety, that convenient and safe routes are facilitated, and the needs of all users are considered.

73. SPD6 Parking Standards - sets out the parking standards used in assessing proposals for new development.

74. Objections have been received relating to car parking. The property at present has no in-curtilage parking. The proposed plans do not include for any in-curtilage car parking.

75. Based on the above SPD6 standards for use class C4 (small HMOs), the maximum car parking provision required would be 2 spaces, and for cycle parking provision, the minimum number of spaces required would be 6 spaces. In respect of the current lawful use as a dwelling, the SPD6 maximum car parking provision suggested would be 2 spaces and 1 cycle parking space would be sought.

76. Cycle parking for 8 cycles for residents is proposed to the rear of the building. SPD6 cycle parking standards requires a minimum of 6 cycles, and subject to details of this being secured by condition and for a minimum of 6 cycles, this would be considered acceptable.

77. It is noted that the Highway Authority considers the proposed use would likely generate less parking requirements than the existing use. Given this, along with the availability of on-street parking within the surrounding streets, the accessibility of the site to local services in the nearby District Centre and the close proximity of bus and metro services, the proposal is considered acceptable in terms of car parking provision.

78. NPPF Paragraph 116 states 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, following mitigation would be severe, taking into account all reasonable future scenarios.

79. However, the Highway Authority raise no objections to the proposal on highways grounds and as such the nature and scale of development proposed is considered acceptable in highway safety terms and in respect of its impact on the highway network subject to the recommended condition relating to the cycle parking provision being provided and retained.

80. Overall, the proposals are considered acceptable in terms of transportation matters subject to conditions and accord with LDF policies, SPD6 and the NPPF in this regard.

Drainage and Flooding

81. In terms of drainage, this will utilise existing connections at the property. In terms of flood risk, the site is considered to be at low risk of flooding from surface water, being identified in the Environment Agency's flood risk maps as lying within Flood Zone 1. As such, the proposal is considered to be in accordance with LDF Policy DM1 (M) in this regard.

Other Matters

82. Concerns have been raised regarding works commencing prior to the submission of the application. In advance of planning permission being sought for a HMO use the carrying out in and of themselves of the internal alterations proposed in this application would in terms of the planning legislation not constitute development that requires planning permission and the installation of roof windows is permitted development that does not require planning permission from the Council.

83. In deciding whether to grant planning permission the Council must have due regard to the 3 equality aims contained in Section 149 of the Equality Act 2010 (the public sector equality duty). A preliminary assessment of the potential equality impacts of any grant of planning permission in this case has been undertaken. There are no apparent equality impacts of the proposed development which give rise to the need to undertake a more detailed equality impact assessment.

84. The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Conclusion

85. Paragraph 11 (d) i) of the NPPF is applicable to this application and sets out that permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance [those relating to Habitats Sites in this instance], provide a strong reason for refusing the development. It is not considered this matter provides a strong reason for refusal.

86. As advised earlier greatest weight in deciding this application needs to be given to the NPPF as opposed to local planning policy, given that the application includes housing development and the Council's housing land supply/delivery deficiencies. In particular, NPPF Paragraph 11 d) ii) also applies, which sets out that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

87. As advised earlier greatest weight in deciding this application needs to be given to the NPPF as opposed to local planning policy, given that the application includes housing development and the Council's housing land supply/delivery deficiencies. In particular, NPPF Paragraph 11 d) ii) also applies, which sets out that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

88. In terms of benefits, the proposal would provide social and economic gains by contributing to reducing the current shortfall in terms of housing supply and providing a form of affordable accommodation that meets an identified housing need. In terms of environmental benefits, the proposal would bring a currently vacant building back into use.

89. No significant harm or adverse impacts have been identified in respect of visual and residential amenity, biodiversity, highway safety, or in respect of crime/anti-social behaviour/fear of crime and flood risk/drainage.

90. Overall, in this instance there are no identified adverse impacts arising from the proposal that would significantly and demonstrably outweigh the benefits of the development.

91. The proposal would represent an acceptable form of development with the presumption in favour of sustainable development being applicable in this instance. There are no material considerations which indicate that a decision should be taken otherwise than in accordance with the development plan and therefore the application is recommended for approval.

Recommendation

Grant Planning Permission with Conditions

Conditions

1 The development to which this permission relates must be commenced not later than 3 years from the date of this permission.

As required by Section 91 of the Town and Country Planning Act 1990 and to ensure that the development is carried out within a reasonable time.

2 The development shall be carried out in accordance with the approved plan(s) as detailed below

IA 2130-03 01 Revision A Site & Location Plans received 20.01.2026;
IA 2130-03 02 Revision B Proposed Floor Plans received 04.03.2026;
IA 2130-03 03 Revision A Second Floor & Section A-A received 04.03.2026.

In order to provide a procedure to seek approval of proposed minor material change which is not substantially different from that which has been approved.

3 The HMO use hereby permitted shall be limited to a maximum occupancy at any one time of 5 persons and the provision of 5 no. bedrooms as shown on the drawings as listed in condition 2.

In order to both define and limit the number of bedrooms and occupants authorised for the use hereby permitted in the interests of local amenity and highways safety, in accordance with the NPPF and South Tyneside LDF Policy DM4.

4 The HMO use hereby approved shall not commence until bin storage for that use has been provided within the application site in full accordance with the details shown on the following plan: Drg no 01 Revision A Proposed Site Plan – received 20.01.2026 Thereafter, such bin storage shall be available for use at all times and shall be retained in perpetuity thereafter in accordance with those approved details.

To safeguard the amenity of the future residents in accordance with South Tyneside Local Development Framework Policy DM1(B).

5 The HMO use hereby approved shall not commence until covered and secure cycle parking for a minimum of 6no. cycles has been provided within the application site in full accordance with details to be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, this approved cycle parking shall be available at all times and shall not be used for any purpose other than the parking of cycles associated with the use.

To ensure cycle parking is accommodated within the site and retained available for use, in the interests of highway safety and promoting sustainable transport choices, in accordance with the NPPF and policy DM1 (G) of the South Tyneside LDF and SPD6 parking standards.

Appendices

Please note none of the plans are to scale. Scaled plans can be viewed on our website.

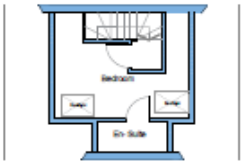
Appendix 1: Site Location / Existing Site Plan



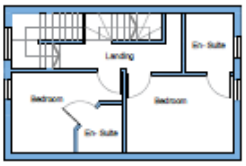
Appendix 2: Proposed Site Plan



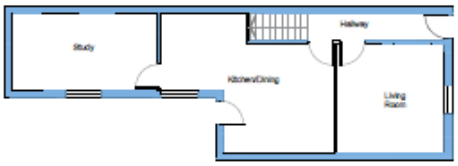
Appendix 3: Existing Floor Plans



Second Floor Plan



First Floor Plan

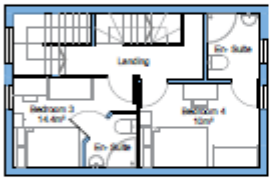


Ground Floor Plan

Appendix 4: Proposed Floor Plan



Second Floor Plan

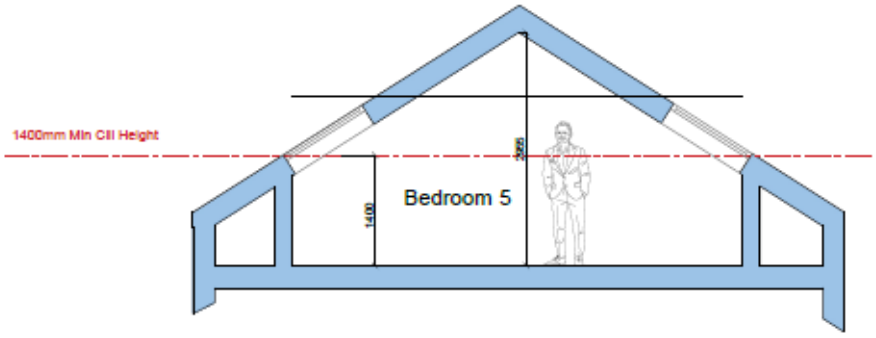


First Floor Plan

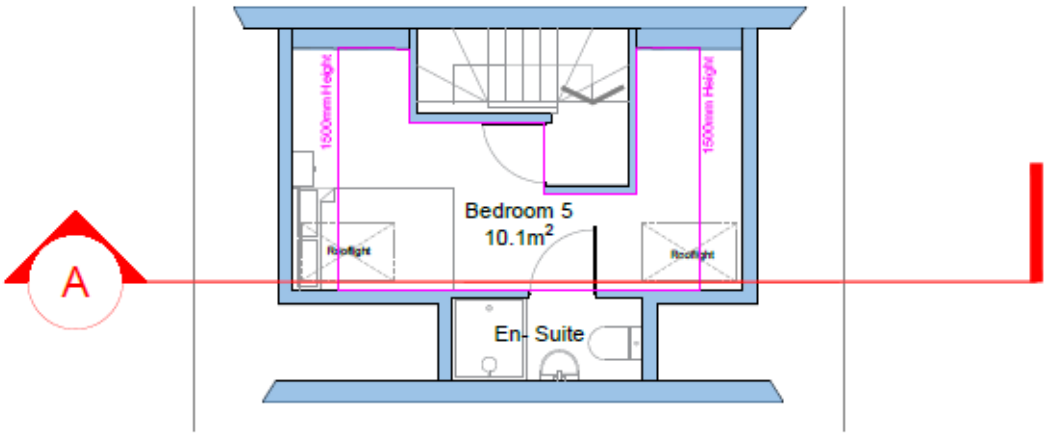


Ground Floor Plan

Appendix 5: Proposed Roof Space Bedroom Section



Section A--A



Second Floor Plan

Appendix 6: Site Photo – Front Elevation



Appendix 7: Site Photo – Rear Elevation (back lane)

