South Tyneside Council

Reference:	260099
Location:	Former Saft Ltd, River Drive, South Shields, South Tyneside, NE33 2TR
Ward:	Beacon and Bents
Description:	New canopy, new external cladding. 1.7 metre fence to River Drive
Recommendation:	Grant Permission with Conditions
Case Officer:	Adam Williamson
Case Officer Contact No.:	0191 4247434 or 07741120747

Description of the Site

The application site consists of UK Docks facility (at the former Saft Ltd. site) located on River Drive, South Shields. The site offers ship/ boat repair, refit and maintenance. The site extends to 1220 square metres in area and consists of a warehouse / administration building and staff car parking. The River Tyne lies directly to the north of the application site, with various other industrial and commercial uses adjacent and neighbouring the site.

Description of the Proposal

Planning permission is sought to improve the external appearance of the existing building and to provide a secure staff parking area by way of the installation of a 1700mm high Paladin Fence.

To the front elevation of the building, it is proposed to enlarge the existing entrance canopy by 6.8 metres in length, to a total of 13.7 metres, and increase the height by 2 metres to a total height of 4.8 metres. The canopy would be clad with orange and grey coloured panels. Grey cladding would also be applied to the warehouse building. It is also proposed to replace the windows with grey framed windows in the existing openings.

Planning permission is also sought for the creation and reordering of the existing car park to the front of the site, and the erection of a 1700mm high Paladin fence to the front of the site.

An area of the revised car park and enclosure to the front of the site is highways land, and as such a separate s247 Stopping Up Order is required before any works commence on the designated highways land.

Relevant Planning History

Non applicable

Summary of Consultation Responses

The following responses were received in response to the statutory consultation period which ended on 23/07/2026.

Transport Development Officer (Highway Authority):

No objections, subject to amendments and informatives.

Case officer note:

Amended plans have been submitted showing the new boundary fence along the east section should be set back so it is behind the 2.4m x 43m visibility splay to the left turning out of the east access of the site. The Transport Development Officer has no objection to this amended arrangement.

There has also been discussion between the Transport Development Officer and the agent to provide a remote fobbed access gate to the car park given the 4 metre distance between the edge of the carriageway and the gates would result in vehicles waiting to enter the car park overhanging into the highway and within the visibility splay for the Wapping Street junction. However, this could not be conditioned to be required as this would not meet the tests for planning conditions as set out with the NPPF and would ultimately be unenforceable.

The case officer has discussed this with the Transport Development Officer and have agreed to a 5.5 metre minimum distance between the rear of the River Drive/ Wapping Street carriageway and the entrance gate, so that waiting vehicles would not be overhanging the highway. The agent has submitted amended plans demonstrating this minimum distance has been met.

An area of the revised car park and enclosure to the front of the site is on highways land, and as such a separate s247 Stopping Up Order (under the Planning Act) and/or s278 Agreement (under the Highways Act) is required before any works commence on the designated highways land. The two informatives were, respectively, about these.

Summary of Representations

No responses received

Relevant planning policy

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.

The statutory development plan comprises the Council's adopted South Tyneside Local Plan 2023-2040. Relevant policies are listed below:

Policy 47: Design Principles
SP24: Heritage Assets
SP26: New Development

The Local Development Framework (LDF) development plan documents also remain part of the development plan at the current time. The following LDF policies are relevant to this planning application:

A1 Improving Accessibility

DM1 Management of Development (A, B & G)
DM6 Heritage Assets and Archaeology

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

Having regard to the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the relevant Development Plan policies and all other material planning considerations, including representations received, it is considered that the main issues for consideration are the impact upon on visual amenity, the impact on residential amenity, Impact upon Heritage Assets, and highway safety.

Design and Impact on Visual Amenity

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.

Policy 47 of the Local Plan requires development to achieve high-quality, attractive, safe and inclusive design by respecting local character and distinctiveness, contributing positively to the townscape, using appropriate scale, massing and materials, retaining and enhancing landscaping and green infrastructure, incorporating sustainable design principles, respecting established development patterns, and providing high-quality, well-maintained landscaping.

Policy DM1(A) of the LDF requires extensions and alterations to convey sensitive consideration to 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.

Given the building's location, the proposed works would primarily be visible from along Wapping Street and River Drive. The proposed cladding to the building would be only applied to the gable elevation facing Wapping Street and River Drive and it is noted there are varying styles and colours of building along the wider riverfront.

The proposed external works are minor in nature and would greatly improve the visual amenity of the building.

The existing parking area to the front of the building would be reordered, resulting in a similar arrangement to the existing.

Given the commercial nature of the area, the proposed 1700mm high Paladin fence would be similar to other compound enclosures in the immediate area.

In this regard, the development as a whole would convey sensitive consideration to its surroundings having regard to its scale, proportion and use of materials, in accordance with Policy 47 and DM1 (A).

Impact upon Heritage Assets

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in the exercise (with respect to any buildings or other land in a conservation area) of any functions special attention shall be paid to saving the building, its surrounding area, and its historic parts.

Policy DM1(A) requires development to convey sensitive consideration to 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.

Policy DM6 (Heritage Assets and Archaeology) requires development proposals to protect, preserve and where possible enhance the historic, cultural and architectural character and heritage, visual appearance and contextual importance of our heritage assets and their settings.

Policy SP24 seeks to protect, preserve and enhance the Boroughs varied historic, and architectural character and heritage, visual appearance and contextual importance of the Borough's heritage assets.

There is a cluster of listed buildings to the south east of the site, no's 68- 70 and 81- 85 (odd) Greens Place, which are Grade II listed dwellinghouses. These listed buildings are set some 6- 8 metres above the level of the application site, at an approximate distance of 55 metres onwards with dense planting in-between and a concrete retaining wall, ensuring there is no intervisibility between the sites.

Having regard to the screened position of the development at the former SAFT site and the listed buildings at Greens Place, the proposal would result in a no impact on the character and setting of these listed buildings.

Given all of the above, in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 is considered the siting of the proposal would be acceptable and would not harm the setting of these listed buildings. Furthermore, the proposals are not considered to be incongruous in their immediate setting. The proposals are therefore considered to satisfy the provisions of Policies SPD24, DM1 (A), DM6, and Part 12 of the NPPF in this regard.

Residential Amenity

Parts 12 and 15 of the NPPF, require that a good standard of amenity for existing and future users be ensured.

Policy 47 of the Local Plan seeks to protect residential amenity.

In line with this, Policy DM1(B) of the South Tyneside LDF seeks to protect residential amenity of neighbours from harmful impacts from development.

No neighbouring property, or residential property, would be affected by the proposal, and in this regard, it is considered the development would accord with Policy 47 and DM1 (B).

Highway Safety

STCS 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.

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.

Policy SP26 of the Local Plan seeks to mitigate impacts of development on the highway network and incorporate safe and secure layouts which minimise conflict between traffic, cyclists and pedestrians.

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.

The proposal would utilise the existing access onto River Drive. The scheme has been amended in that the proposed 1700mm high Paladin fence has been repositioned to provide a 2.4m x 43 m visibility splay to the left turn out of the east access.

An amended site plan has been submitted showing the sliding car park access gate set back 5.5 metres from the edge of the River Drive highway as discussed between the case officer and the Transport Development Officer. Given this set back, vehicles waiting to access the car park will not overhang the highway or obstruct the visibility splay of the Wapping Street/ River Drive junction.

The Council as Local Highway Authority raise no objections to the revised proposals (showing revised sight visibility splays and revised gate position) 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.

Overall, the revised proposals are considered acceptable in terms of transportation matters subject to conditions and accord with Policy SP26, A1 and DM1 (G) in this regard.

An area of the revised car park and enclosure to the front of the site is on highways land, and as such a separate s247 Stopping Up Order (under the Planning Act) and/or s278 Agreement (under the Highways Act) is required before any works commence on the designated highways land.

Other matters

Details of proposed signage has been included within this application however this has not been considered, as this would be assessed under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended). An informative is suggested in this regard.

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.

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

Subject to the schedule of planning conditions, it is considered that the proposed development would be acceptable in terms of the relevant material planning considerations and would accord with development plan policies. The proposal is therefore considered to be an acceptable form of development.

Recommendation

Grant 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

   Proposed Plan and Elevation 25.142.101 Rev D received 05/08/2026
   Proposed Street Scene 25.142.104 Rev C received 05/08/2026
   Proposed Elevations CC and DD Drg No 25.142.103 received 17/02/2026
   Proposed Elevations AA and BB Drg No 25.142.102 received 17/02/2026

   Any minor material changes to the approved plans will require a formal planning application under S73 of the Town and Country Planning Act 1990 to vary this condition and substitute alternative plans.

   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 external surfaces of the development hereby permitted shall be as detailed on the approved plans below.

   Proposed Street Scene 25.142.104 Rev C received 05/08/2026

   To ensure a satisfactory standard of development and in the interests of visual amenity, in accordance with Local Plan Policy 47, and South Tyneside LDF policy DM1.

Informatives

1. Approval of a Biodiversity Gain Plan NOT REQUIRED before development commences

   The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is

deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

However, based on the information available, this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements are considered to apply - please refer to Biodiversity net gain: exempt developments - GOV.UK (www.gov.uk).

2. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242. Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

3. No advertisements are authorised by this planning permission. Advertisements may require advertisement consent pursuant to the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended), if they do not benefit from deemed consent provisions pursuant to these regulations.

4. **Stopping up of highways**

   You are advised of the necessity to formally stop up or divert the highway(s) under the Town and Country Planning Act 1990 before the commencement of any works. You should contact the National Transport Casework Team on 07786 190 909 or nationalcasework@dft.gov.uk at your earliest convenience. Further information on the process can be found at https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways

5. **Section 278 Agreement and works in adopted highway**

   You are advised that offsite highway works required in connection with this permission are under the control of the Council's Highway and Infrastructure Team and will require an Agreement under section 278 of the Highways Act 1980. These works are required to be technically approved and satisfactorily completed before the development is first brought into use. You should contact the Highway and Infrastructure Team at: HighwaysPlanning@SouthTyneside.gov.uk to progress this matter.

Case officer: Adam Williamson
Date: 05/08/2026

Authorised Signatory: *G. Simmonette*
Date: 05/08/2026