



South Tyneside Council

Reference:	260480
Location:	26 Harton Grove, South Shields, NE34 6LT
Ward:	Westoe
Description:	Demolition of first floor bedroom and porch. Construct two-storey front/side extension, canopy roof to front/side elevation, alterations to doors/windows and installation of Velux windows to rear kitchen roof. Widening of vehicular access and new pedestrian access.
Recommendation:	Grant Permission Householder with Conditions
Case Officer:	Evie Werndly
Case Officer Contact No.:	0191 4247176

Description of the Site

This application relates to a semi-detached property located in a residential area of South Shields.

The applicant property is attached to no.24 to the north-east, and the detached neighbouring property, no.28, is situated to the south-west.

Description of the Proposal

This application seeks full householder planning permission for the construction of a two-storey front/side extension to host a lobby and bedroom, with the demolition of the existing dormer and porch.

The proposed extension would have a width of 4.5m and a projection of 3.2m, and would sit flush with the main front elevation of the existing dwellinghouse. The two-storey front/side extension would have a front gable with a roof ridgeline which would be set-down 0.3m from the main roof ridgeline. The front and side elevation of the extension would host a canopy roof 2.9m above ground-level.

The proposal also includes also the widening of the existing vehicular access from 2.9m to 5m, with an enlarged area of hardstanding to provide on-site parking. A pedestrian access, with a width of 1m, is also proposed.

This application also seeks planning permission for the installation of 3no. rooflights to the existing single storey rear kitchen roof.

Relevant Planning History

No planning history.

Summary of Consultation Responses

The following responses were received in response to the statutory consultation period which ended on 14/08/2026.

Countryside Team

The likelihood of bats being impacted by the proposed work are reduced by the following reasons:

- The development is in a relatively urban area with limited bat foraging habitat so the likelihood of a roost being impacted is reduced.

The applicant should be made aware of the bat and nesting bird informatives.

Regarding biodiversity enhancements, the NPPF states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

The development should seek to secure the inclusion of features such as –

Integrated Swift Brick. Examples can be found here: [Swift | NHBS Practical Conservation Equipment](#)

These should be placed;

- Under the eaves on the northern or eastern aspects.
- A clear flight line must be available to the nest.
- Not placed directly above windows or doors.

Integrated Bat Brick. Examples can be found here: [Integrated Bat Boxes | NHBS Practical Conservation Equipment](#)

Further guidance on installation of a bat box: <https://www.bats.org.uk/our-work/buildings-planning-and-development/bat-boxes>.

These should be placed;

- Tucked beneath the eaves, at least 4m above the ground
- Not placed directly above windows or doors
- Away from artificial light sources
- Placed on the western or southern elevations.

Transport Development Officer

When assessing this application, the Highway Authority checks that the proposal will not result in an adverse impact on the safety of all users of the highway, the highway network or highway assets.

Assessment of Proposal - Considerations

Highway Safety

- No highway safety concerns are envisaged because of the development, although there may be some disruption during the construction phase.

Parking

- The in-curtilage parking exceeds SPD6 Parking Standards, which is considered acceptable.

Highway Works

- The scheme proposes the widening of the driveway within the site curtilage, which will require the widening of the vehicular access crossing of the highway footway. Highway works to be undertaken to the satisfaction of the STC Highway Authority.

Refuse Storage

- There is adequate space retained within the site curtilage to accommodate the storage of refuse/recycling/garden waste bins.

Recommended planning conditions and notes to applicant are required should consent be granted. A standard condition would require details of surface water drainage to manage run off from private land onto the highway to be submitted to and approved in writing by the Local Planning Authority, prior to the development being brought into use. A further condition would state that the additional parking space should not be brought into use unless and until a means of vehicular access to the additional parking area has been constructed. A note to the applicant would indicate that a modified vehicular access crossing point is required, and that building materials shall not be stored on the highway unless otherwise agreed in writing.

Officer Response to Consultation Response

The request from Highways for any consent to be granted subject to the condition to construct a means of vehicular access prior to the use of the private driveway is not considered reasonable, given that the street is an unclassified road. Therefore, planning permission would not be required for the widened vehicle access. Alternatively, a standard informative would be added to the consent granted, stating that alterations to the adopted highway to create or widen a vehicular footway crossing will require the approval of the Council as Local Highway Authority.

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 SP1: Presumption in favour of Sustainable Development
- Policy SP26: Delivering Sustainable Transport
- Policy 1: Promoting Healthy Communities
- Policy 47: Design Principles

The Local Development Framework (LDF) development plan documents also remain part of the development plan at the current time.

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

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

- Impact on Visual Amenity
- Impact on Residential Amenity
- Impact on Highway Safety

Impact on Visual Amenity

Policy 47 of the Local Plan and LDF Policy DM1 (A) set out that all development, including extensions and alterations to existing buildings, shall provide for high-quality design that contributes positively to the character and visual amenity of the borough's townscapes, landscapes and seascapes.

Two-storey front/side extension

The proposed two-storey front/side extension, with a width of 4.5m, and projection of 3.2m, would be of an acceptable scale and massing having regard to the existing host property and to the surrounding area. The proposed extension would be set forward 1m further than the existing porch at ground floor level, and 1.7m forward from the existing first-floor dormer, which would be demolished.

The guidance outlined within SPD9 states that two-storey side extensions on semi-detached properties should retain a 1m gap between the extension and the side boundary of the site, provide a 1m set-back between the front wall of the upper storey extension and main front wall of the house, and provide a significantly lowered ridge line and roof shape that corresponds to the original dwelling. However, SPD9 also outlines that in situations where terracing would not arise because there is no development immediately adjoining the proposed extension, it may still be necessary to provide a set-back at first-floor level, and a lower ridge line, to achieve an appropriate design in the context of the street scene.

The applicant property is situated on a sizeable plot, so the side elevation of the proposed extension would be set off from the south-western boundary with the detached neighbouring property, no.28, by 7.748m. As a result, terracing would not arise from the proposed extension. However, the proposed extension would sit flush with the host property, so there would be no set-back between the front wall of the upper storey extension and the main front wall of the existing house. The original properties within the immediate vicinity host an L-shaped frontage, including to the attached neighbouring property, no.24. Therefore, while a set-back at first-floor level would complement the front dormer of no.24 which is set-up from the eaves of the main dwelling, there would still be a mismatch between the properties regarding the projection at ground-floor level.

29 Harton Grove is situated opposite the applicant property, which has been extended at ground floor level to provide a porch, and more recently a planning application was granted permission for a first-floor side extension, under the application reference 250113. While the first-floor side extension sits flush with the previous porch extension, the extension is still set-back from the main front wall of the original dwellinghouse, and would be set down from the main roof which ensures that this enlargement is subservient to the host property. However, no.39 Harton Grove, which is situated south-west of the applicant property, was also granted planning permission for a two-storey front extension, under the application reference ST/1041/14/HFUL, which sits flush with the main front wall of the original dwellinghouse. This demonstrates that the street scene is characterised by front/side extensions with varying degrees of setbacks, so it is not considered that the absence of a set-back from this proposal would have a significant impact upon the street scene.

Although the proposed extension would sit flush with the existing property, the ridgeline of the proposed extension would be set down 0.3m from the main roof ridgeline. Moreover, the extension would host a front gable which would correspond to the main dwelling. The previously approved extensions at no.29 and no.39 Harton Grove also complement the host property with front gables, so this would be in keeping with the character of the street scene. There are a number of first-floor side extensions which sit flush and host flat roofs along Harton Grove, so the proposed extension would be in keeping with the design of the original dwelling and the wider area.

Canopy roof and rooflights

The proposed 3no. rooflights to the existing single storey rear kitchen would be considered to be acceptable, as they would be small in scale and of a 'low profile' to reduce their impact upon visual amenity.

The proposed front/side canopy roof to the extension would host slate roof tiles to match the existing detached garage, and no.25 hosts a similar dual-pitched canopy roof above the entrance door to the front elevation, and therefore this would be considered to be acceptable.

The proposed materials to the proposed extension, red brick, white render, white upvc windows, and red roof tiles, and permeable brickwork for the proposed area of hardstanding, would be in keeping with the materials used in the existing dwellinghouse and as such would be considered to be acceptable.

Having regard to the above, the proposed development is considered to have no significant harm to the visual amenity of the area and is considered to be in accordance with Local Plan Policy 47 and LDF Policy DM1 (A).

Impact on Residential Amenity

Policy 47 of the Local Plan and LDF Policy DM1(B) set out that all development safeguards residential amenity.

Having regard to privacy, the proposed extension would not compromise the level of privacy within the habitable rooms of neighbouring properties. While the proposal would result in window/door alterations to the side and rear elevations of the property, the separation distances to neighbouring properties would not change. The proposed extension would be set off from the south-west boundary with no.28 by 7.748m, and there are no properties situated immediately to the rear, meaning the 3no. rooflights would not compromise the privacy of neighbouring properties. Moreover, the proposed two-storey front/side extension would not extend beyond main front wall of the host property, which is situated at a sufficient distance from properties situated opposite no.26.

Having regard to outlook, a reasonable outlook would be maintained from the habitable room windows of neighbouring properties. The scale and design of the proposed extension and alterations would complement the character of the host property and therefore would not form a dominant feature.

Having regard to overshadowing, given the separation distances between the applicant property and neighbouring properties, the proposed extension would not result in the overshadowing of habitable rooms.

Given that the neighbouring property, no.24, is attached to the north-east, this neighbouring property would not be impacted by the proposed extension to the south-west, regarding residential amenity.

Having regard to the above, the proposed development is considered to have no significant harm to the residential amenity of neighbouring properties and is considered to be in accordance with Local Plan Policy 47 and LDF Policy DM1(B).

Impact on Highway Safety

Policy SP26 and SPD6 set out that to ensure the needs and impacts of private vehicles are met, new development proposals should i) Mitigate impacts on the strategic and/or local highway network arising from the development itself; ii) Implement appropriate road safety solutions where applicable; and, iii) Ensure that sufficient vehicle parking spaces will be provided in accordance with the Council's parking standards.

The Council's Transport Development Officer has been consulted on the scheme and has noted that the proposed hardstanding would improve on-site parking provision and exceed the off-street parking requirements outlined within SPD6 and therefore would be considered

to be acceptable. The proposal would not result in any issues regarding highway safety. A standard informative would be added to the consent granted, stating that alterations to widen a vehicular footway crossing will require the approval of the Council as Local Highway Authority.

Having regard to the above, the proposed development is considered to have no significant harm to the highway safety of the area and is considered to be in accordance with Local Plan Policy SP26 and SPD6.

Conclusion

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.

Having regard for the above it is considered that the proposal would result in no significant harm to the visual amenity of the area, the residential amenity of any neighbouring properties or the highway safety of the area.

As a result, it is considered that the proposed development complies with all relevant local and national planning policy and guidance. Consequently, this application is recommended for approval.

Recommendation

Grant Permission Householder 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
 - Existing & Proposed Site & Roof Plans Drg No.0 – received 06/07/2026
 - Proposed Ground Floor Plan Drg No.7 – received 06/07/2026
 - Proposed First Floor Plan Drg No.8 – received 06/07/2026
 - Proposed Front Elevation Drg No.9 – received 06/07/2026
 - Proposed Side Elevation Drg No.10 – received 06/07/2026
 - Proposed Rear Elevation Drg No.11 – received 06/07/2026
 - Proposed Section B-B Drg No.12 – received 06/07/2026

- Proposed Section C-C Drg No.13 – received 06/07/2026

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 of similar appearance to those used in the construction of the exterior of the existing building on which the extension will form part.

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 Development Management Policy DM1.

- 4 Prior to the development being brought into use, details of surface water drainage to manage run off from private land onto the highway shall have been submitted to and approved in writing by the Local Planning Authority. The approved surface water drainage scheme shall be implemented in accordance with the approved details before the development is brought into use and thereafter be maintained in accordance with the approved details.

To prevent surface water run-off from private land onto the highway in the interests of highway safety preventing damage and flooding of the highway, in accordance with the National Planning Policy Framework.

Informatives

- 1 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

- 2 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).

- 3 Alterations to the adopted highway/footway to create or widen a vehicular footway crossing will require the approval of the Council as Local Highway Authority.
- Please see <https://southtyneside.gov.uk/article/3281/Apply-for-a-dropped-kerb> or call 0191 427 7000 for further information.
- 4 Building materials or equipment shall not be stored on the highway unless otherwise agreed in writing. You are advised to contact Highways@SouthTyneside.gov.uk for Skips and Containers licenses.
- 5 All British bats are protected by both UK and European legislation. This legal protection extends to any place that a bat uses for shelter or protection whether bats are present or not. Should a bat or signs of bats be discovered at any stage during the works, work must stop immediately and advice sought from Natural England. Failure to do this may result in an offence being committed, regardless of planning consent, and could lead to prosecution.
Natural England Bat Advice Line: 0345 1300 228
- 6 Under UK legislation it is an offence to intentionally or recklessly disturb, damage or destroy an active birds nest. An active nest is one which is in the process of being built or contains eggs / chicks. Activities which may affect nesting birds must be organised and timed to avoid the bird breeding season which is March to August inclusive. Failure to do so may result in an offence being committed, regardless of planning consent, and could lead to prosecution under the Wildlife and Countryside Act 1981.

Case officer: Evie Werndly

Signed: E.Werndly

Date: 19.08.2026

Authorised Signatory: Seán Gallagher

Date: 26/08/2026