

**Item No:** 1  
**Application No:** 24/01635/FUL Author: Maxine Ingram  
Date valid: 18 December 2024 ☎: 0191 643 6322  
Target decision date: 12 February 2025 Ward: Killingworth

Application type: full planning application non major

**Location: St Johns Church, Killingworth Village, Killingworth, Newcastle Upon Tyne**

**Proposal: Construction of a new porch on the north facade of the church to form level access and accessible wc along with a single standard wc. A new opening will be created in the existing church wall, utilising an existing stone arch, and the small stained glass window that will need to be removed will be re-inserted into the east wall of the new porch**

Applicant: St John The Evangelist Church

Agent: Ainsworth Spark Associates

**RECOMMENDATION:** Minded to grant on expiry consultation

## **INFORMATION**

### **1.0 Summary Of Key Issues & Conclusions**

1.0 The main issues for Members to consider in this case are:

- Impact on the Grade II Listed Building and the character and appearance of the conservation area,
- Impact on residential amenity,
- Impact on highway safety,
- Impact on biodiversity and trees; and,
- Other issues.

1.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Members need to consider whether this application accords with the development plan and also take into account any other material considerations in reaching their decision.

### 2.0 Description of the Site and Listed Building Description

2.1 The site to which this application relates is the Church of St. John the Evangelist, a Grade II Listed Building. This ecclesiastical property and associated grounds fall within the Killingworth Village Conservation Area (CA) (1974).

Immediately to the east the site is bound by West Lane. Pedestrian access into the church is gained from West Lane via the existing entrance sited on the west elevation of the church.

2.2 The site is bordered by several mature trees, particularly adjacent to the north, west and south boundaries, with most of the trees believed to be included within an area/group Tree Preservation Order (TPO).

2.3 Immediately to the north of the site is a lane/bridleway which is accessed from West Lane. A stone wall extends along part of the southern side of this lane. To the north of the lane are residential properties. This lane also provides access to other residential properties located to the west of the application site and pedestrian/cyclist access to East Bailey.

2.4 The application site also falls within a Local Wildlife Site (LWS) and a wildlife corridor.

### 2.5 Listed Building Description

Church of St. John the Evangelist – Grade II Listed Building Parish church. 1869 by E. Bassett Keeling. Sandstone, coursed and squared, with bands of red sandstone; rendered north nave wall. Welsh slate roof with stone copings. Nave and chancel with continuous shorter south aisle; 3-sided apse. West door in aisle has nook shafts and 2-centred arch under high pointed drip mould. 2-centred arches and red impost bands to cusped lancets, paired in clerestory; plate tracery to larger west and east windows. Crescents carved in coping of buttresses, clasping to nave and aisle. Interior: brick with ashlar dressings; rendered blind north arcade; ashlar lower section to chancel and plaster above. Scissor-braced roof. Stiff-leaf arcade capitals; bracketed shafts to moulded chancel arch and blind arch in north chancel wall. Priest's door under high pointed crocketed hood-mould. Stencilled decoration to chancel roof. Chancel floor of tiles and Frosterley marble contains brass memorial to first vicar, J. S. Blair, died 1890. Historical note: the crescent is the emblem of the Dukes of Northumberland.

### 3.0 Description of the Proposed Development

3.1 Planning permission is sought for an extension to provide a new accessible entrance and toilets.

3.2 The proposed extension will be sited on the north elevation. It will be single storey and accommodate a pitched roof (overall height approximately 5m). The floor area will measure approximately 7.2m by 4.085m. The extension will be linked to the church by glazed connections which will be recessed from the east and west elevation. The roof will be constructed using zinc. The entrance doors will be oak, as will the frames to all the new glazing. The window from the north elevation, which needs to be removed to accommodate this extension, will be sited in the east elevation. This extension will accommodate a lobby and toilets.

3.3 The existing render to the north elevation will be re-rendered.

3.4 The supporting information advises the present proposal results from extensive consultation and wider community using a combination of meetings

and events. These identified several needs for the church to bring it into the 21st century.

3.5 The current church entrance is positioned to the west gable hidden from West Lane. The applicant considers this presents an uncomfortable and undignified entry for ceremonial occasions with inconvenient and dangerous parking on the bend of West Lane for ceremonial vehicles.

3.6 The church is without any toilets or space for modest kitchen facilities.

3.7 In response to representations received the agent acting on behalf of the applicant has advised the following:

-The depth of the eaves is driven by the need to carry rainwater in the hidden gutter around the ends of the parapet walls to the two downcomers on either elevation, placed there to keep the entrance facade as clean as possible.

Changing this to a surface mounted gutter line would, we feel, change the design to a significant level and give it a very different character which would move it far from the previously approved scheme visually, so we would be reluctant to do that.

-The divisions shown on the drawn elevations are to signify that the vertical face of the eaves will not be formed of one single strip of zinc (due to the movement inherent in the material) but of several pieces. The drawn elevations make these joints stand out far more than they will once actually built. The visualisations in the Design and Access statement give a more realistic impression of how this element will appear.

-Regarding the label noting the re-instatement of the window, the Design and Access statement gives a more in-depth explanation of how this would happen on the third page, in the bottom paragraph under the section "1.5 Appearance".

-Revised plans have been provided to address the mislabelling of the elevations.

-Regarding the access, whether or not the existing main door is locked is not a planning matter. We cannot stipulate how the church uses those doors. However, the plan with them marked on as locked has been revised as the labels were accidentally left on from previous discussions of options that had already been discounted, as is clear from the lack of noting of it in any of the associated statements/ on the application form.

-Whilst the intention is not to block off that access, both doors (the existing west facing entrance to the south of the church and the new north entrance) are accessible from both the north and the south via the existing route around the west end of the church. Currently anyone coming from the "new" part of Killingworth via the route from the East Bailey road across the lane to the north of the church by foot or wheelchair comes around the west end of the building and into the existing door, as does anyone who currently parks at the north of the church. This facility will remain. Similarly, anyone coming from the south side of the church will have the option to enter via the existing door, or come around to the new north door via the west of the building should they so desire (for example if they need to use the facilities before the service or meeting starts).

-The generally accepted philosophy for extending listed buildings is to use materials that are sympathetic to but that do not attempt to mimic the existing historic building's style- sympathetic to, but distinct from. Zinc is specified as a long lasting (when correctly detailed) and lightweight material that references a material already on the building. Maintenance on the existing zinc will rectify any

failures there. The red/pink sandstone (the terms are used interchangeably) is proposed again as a reference to the existing building whilst not attempting to copy the rough blocks of the bulk of the church. The elevations state it will be random coursed stone referencing the random coursed rough blocks, and also state the exact stone proposed (Dunhouse Corsehill) which has been submitted as a physical sample to the council as part of the application. We have recently responded to the comments from Historic Buildings and Places.

-There is no change proposed to the surface of the north lane as it is not owned by the church and therefore it is not within their rights to upgrade it. The ceremonial vehicle use will not be of an excessively high volume and these vehicles are, by their nature and the nature of their purpose, slower moving than most, posing a relatively low risk to pedestrians and cyclists.

-The reference to "uncomfortable and undignified" in the statements is referring specifically to its use "for ceremonial occasions". This relates to ceremonial vehicles having to park on a busy main road bend whilst bridal parties alight and coffins are lifted out to be processed into the church, with main road traffic flowing past. It is not a denigration of the existing church door entrance itself, but more the whole processive route from vehicle round and into the building.

-The reference to dangerous parking on the bend of the road is in relation to ceremonial vehicles. Moving the access for ceremonial vehicles to the new entrance releases space in the existing roadside parking for non-ceremonial parking. The marked spaces by the new entrance provide a much needed accessible space and still allow a space for clergy parking. Consultation with a funeral director and testing of the use of the land to the north were undertaken and comments incorporated into the design. Photographs of the process are included in the Design and Access document.

#### 4.0 Relevant Planning History

4.1 The planning history relevant to this wider site relates to tree works and St John's Church Hall. Details of the most recent application are set out below:

21/01271/FUL - Extension to provide new accessible entrance and toilets (amended description and plans received 02.12.2021) – Permitted 16.03.2022

#### 5.0 Development Plan

5.1 North Tyneside Local Plan (2017)

#### 5.2 Other documents

5.3 Killingworth Village Conservation Area Character Appraisal (February 2008)

5.4 Design Quality Supplementary Planning Document (SPD) (May 2018)

#### 6.0 Government Policies

6.1 National Planning Policy Framework (NPPF) (December 2024)

6.2 National Planning Practice Guidance (NPPG) (As amended)

6.3 Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in the determination of all applications. It requires Local Planning Authorities (LPAs) to apply a presumption in favour of sustainable

development in determining development proposals. Due weight should still be attached to Development Plan policies according to the degree to which any policy is consistent with the NPPF.

## **PLANNING OFFICERS REPORT**

### 7.0 Detailed Planning Considerations

7.1 The main issues for Members to consider in this case are:

- Impact on the Grade II Listed Building and the character and appearance of the conservation area,
- Impact on residential amenity,
- Impact on highway safety,
- Impact on biodiversity and trees; and,
- Other issues.

7.2 Consultations responses and representations received as a result of the publicity given to this application are set out in the appendix to this report.

### 8.0 Impact upon the Grade II Listed Building and the character and appearance of the conservation area

8.1 The Council has a statutory duty under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting.

8.2 The National Planning Policy Framework (NPPF) places this desirability to protect and enhance our historic environment at the core of achieving sustainable development.

8.3 Paragraph 212 of the NPPF advises that, in respect of designated heritage assets, in determining planning the impact on the significance of a heritage asset great weight should be given to the asset's conservation. The more important the asset the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

8.4 Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (paragraph 213).

8.5 Paragraph 214 of the NPPF states that "Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss...."

8.6 Paragraph 215 states "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm

should be weighed against the public benefits of the proposal, including securing its optimum viable use.”

8.7 LP Policy S6.5 ‘Heritage Assets’ states that the Council aims to pro-actively preserve, promote and enhance its heritage assets.

8.8 LP Policy DM6.6 ‘Protection, Preservation and Enhancement of Heritage Assets’ states: “Proposals that affect heritage assets or their settings, will be permitted where they sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of heritage assets in an appropriate manner. As appropriate, development will:

- a. Conserve built fabric and architectural detailing that contributes to the heritage asset’s significance and character;
- b. Repair damaged features or reinstate missing features and architectural detailing that contribute to the heritage asset’s significance;
- c. Conserve and enhance the spaces between and around buildings including gardens, boundaries, driveways and footpaths;
- d. Remove additions or modifications that are considered harmful to the significance of the heritage asset;
- e. Ensure that additions to heritage assets and within its setting do not harm the significance of the heritage asset;
- f. Demonstrate how heritage assets at risk (national or local) will be brought into repair and, where vacant, re-use, and include phasing information to ensure that works are commenced in a timely manner to ensure there is a halt to the decline;
- g. Be prepared in line with the information set out in the relevant piece(s) of evidence and guidance prepared by North Tyneside Council;
- h. Be accompanied by a heritage statement that informs proposals through understanding the asset, fully assessing the proposed affects of the development and influencing proposals accordingly.

Any development proposal that would detrimentally impact upon a heritage asset will be refused permission, unless it is necessary for it to achieve wider public benefits that outweigh the harm or loss to the historic environment and cannot be met in any other way.”

8.9 Paragraph 131 of the NPPF encourages good design stating this is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

8.10 Paragraph 139 of the NPPF makes it clear that development, which is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

8.11 Paragraph 98 of the NPPF states “To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should,,,,,b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.....”

8.12 Strategic Policy S7.10 'Community Infrastructure' states "The Council and its partners will ensure that local provision and resources for cultural and community activities are accessible to the neighbourhood they serve. In order to achieve this, amongst other matters: c) Existing provision will be enhanced, and multi-purpose use encouraged, providing a range of services and resources for the community, at one accessible location...."

8.13 Policy DM6.1 'Design of Development' makes it clear that applications will only be permitted where they demonstrate high and consistent design standards. Amongst other matters proposed developments are responsive to their location, including topography, wildlife habitats, site orientation and existing buildings; ensuring a positive relationship to neighbouring buildings and spaces; ensuring sufficient parking is well integrated into the layout; and a good standard of amenity for existing and future residents.

8.14 The 'Design Quality' SPD applies to all planning applications that involve building works. The SPD provides advice on design in historic environments. It states:

"New buildings clearly need to meet the current needs and reflect the availability of modern materials and techniques whilst also respecting established forms and materials that contribute towards the character of an area. As with development, understanding significance of the place is crucial. Proposals should have a good understanding of the historic development of an area and the significance of its heritage assets. This understanding establishes the sensitivities of the place, defines opportunities for new development and inform its design.

The historic environment provides a rich source of inspiration for an imaginative approach for the design of new development. Contemporary architecture has the potential to sit successfully alongside historic buildings and enhance existing areas that already have their own distinctive historic value. It is the quality of the relationship between old and new that is critical, not the architectural approach."

8.15 The objections from both consultees and residents regarding impacts on the listed building, design of the extension, proposed materials and the need for the development are summarised in the appendix to this report. Objections refer to the inaccuracies shown on the visual image included within the Design and Access Statement. This visual image is indicative and should planning permission be granted the Design and Access Statement will not be listed as an approved document.

8.16 The Killingworth Village Conservation Area Character Appraisal states:

"There are two buildings that, by their design, siting and use, do have true landmark qualities: the Parish Church of St. John the Evangelist and its Church Hall (both listed buildings). The buildings sit at the corner of West Lane turning into the village and are therefore very prominent".

8.17 The applicant has advised that the proposed development is required to bring the church into the 21<sup>st</sup> century including making provision for toilets and an improved / alternative entrance to the church.

8.18 The Killingworth Village Conservation Area Character Appraisal makes specific reference to negative parts of the conservation area. It states:

“Unfortunately, possibly the conservation area’s most prominent and important building St. John’s Church, has suffered from inappropriate development. The north elevation of the building (where unlike the south side, an aisle was never built) has a harsh cement covering, which is completely out of keeping with the church’s sandstone construction, and the church’s windows have been covered over with translucent plastic, reducing the effect of their stained-glass quality”.

8.19 It also states:

“Unusually, the doorway for St. John’s Church is not of particular significance. It is of reasonable detail: it consists of a two-centred arched door under a high pointed drip moulded stone surround but being that it is situated on the west side of the church renders it of little role within the character of the village as a whole....”

8.20 Historic England have not commented on this application. Instead, they have advised that the LPA consults their own specialist conservation and archaeological advisers, as relevant. The previous application sought advice internally regarding heritage and design and comments and no objections were raised. Therefore, detailed heritage and design comments have not been provided as the consultee has advised this application is similar to the previously approved application. However, they have considered the sample materials.

8.21 Members are advised that the north aisle was never constructed. The north elevation is partially rendered which is clearly visible and does not present a particularly attractive elevation. This elevation detracts from the visual appearance of the church and the character of this part of the conservation area. It is considered that the site of the unbuilt north aisle is an appropriate and logical place for any extension to the church. The proposed development has been well considered and informed by how the church can best function and meet current and future needs. Officers consider the principle of an extension to be acceptable.

8.22 A modest extension is proposed which the applicant considers respects this listed building. The distance from the western edge of the church balances closely with the south aisle. The junction of the extension has been carefully considered and is dealt with by using a glass connection providing a clear distinction between this addition and the existing rendered façade. This glass connection is also recessed from the elevations of the extension. The applicant has advised externally the body of the extension will be constructed in stone and the roof will be constructed using zinc. It is noted that some of the representations received state they would prefer a more traditional design and for natural stone and slate to be used. The previous heritage and design comments were clear that this extension will complement the form and character of the original building through an appropriate contrast of contemporary design with high quality materials. Some sample materials have been provided (zinc, oak, paving stone and stone for the walls). These materials have been reviewed by the heritage and design consultee. They have advised the zinc, oak and paving



stone samples provided are acceptable. A condition is recommended for further details to be provided for the stone and glazing to ensure an appropriate external finish is secured.

8.23 The window to be removed from the north elevation will be reused in the east elevation of the extension. The proposed glazing will be obscured, patterned or coloured glass. The entrance doors will be in oak and window frames matching the west gable entrance. The remaining north render will be re-rendered in a self-coloured finish to minimise maintenance and add a more visually acceptable façade. A condition is recommended to secure the details of the render.

8.24 The proposed extension will assist in reducing the amount of the currently rendered north façade. This will improve the visual aesthetics of the church and remove part of a negative façade from within the conservation area. The previous heritage and design comments received considered this to be a modern addition to a listed building. The extension is relatively small scale and does not detract from the original design.

8.25 This proposal will cause harm to the existing external fabric of the heritage asset through the opening of the original arch to connect to the extension. The glazed connections seek to limit the harm by limiting the disturbance at the junction of the existing church. Any harm caused is not substantial and is outweighed by the community benefit this proposal will bring to the functionality of the church.

8.26 Paragraph 218 of the NPPF states “Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.”

8.27 Policy DM6.7 ‘Archaeological Heritage’ seeks to protect, enhance and promote the borough’s archaeological heritage and where appropriate, encourage its interpretation and presentation to the public.

8.28 The Tyne and Wear Archaeology Officer has been consulted and reviewed the submitted report on Historic Building Recording. The consultee has advised that there has been little significant change to the church and the churchyard since the church’s construction. The report includes historic research, historic map regression, a written description, plans and elevations and photography.

8.29 The consultee has advised this report fulfils the requirement for historic building recording of the area to be altered, in accordance with paragraph 218 of the NPPF. The Archaeological Building Recording Condition is therefore no longer required.

8.30 Members need to consider whether this proposal is acceptable in terms of its impact on the Grade II listed building and the conservation area. Subject to the imposition of the suggested conditions, it is officer advice that this proposal is

acceptable, and accords with the NPPF, Local Plan policies S6.5 and DM6.6 and the Design Quality SPD.

#### 9.0 Impact on residential amenity

9.1 Paragraph 198 of the NPPF seeks to ensure that new development is appropriate for its location and ensuring where necessary that any impacts from the development are adequately mitigated for.

9.2 Strategic Policy S1.4 “General Development Principles” states “Proposals for development will be considered favourably where it can be demonstrated that they would accord with the strategic, development management or area specific policies of this Plan.” Amongst other matters this includes being acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses; and be accommodated by, and make best use of, existing facilities and infrastructure, particularly in encouraging accessibility and walking, cycling and public transport, whilst making appropriate provision for new or additional infrastructure requirements”.

9.3 Policy DM5.19 Pollution states “Development proposals that may cause pollution either individually or cumulatively of water, air or soil through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, and other pollutants will be required to incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment, to people and to biodiversity.

Development proposed where pollution levels are unacceptable will not be permitted unless it is possible for mitigation measures to be introduced to secure a satisfactory living or working environment.....”

9.4 The proposed extension will be sited on the north elevation of the church. Residential properties are located to the northeast and west of the site. It is the advice of officers that the extension, by virtue of its siting, will not significantly affect the residential amenity of these neighbouring properties in terms of loss of light, outlook or privacy.

9.5 The Manager of Environmental Health has been consulted. She has not objected to the principle of this application but has recommended conditions to control the hours of construction.

9.6 Members need to determine whether the proposed development is acceptable in terms of its impact on the amenity of neighbouring and nearby properties. It is officer advice that the proposed development is, subject to the imposition of the suggested conditions. As such, it is officer advice that the proposed development accords with the advice in paragraph 198 of the NPPF and LP policies DM5.19 and DM6.1.

#### 10.0 Impact on highway safety

10.1 The NPPF Section 9 promotes sustainable transport. Paragraph 115 (b) requires development to provide safe and suitable access for all users.

10.2 The NPPF paragraph 116 makes it clear that development should only be prevented or refused on highway 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 scenarios.

10.3 The NPPF paragraph 117 states, amongst other matters, that applications for development should give priority first to pedestrian and cycle movements both within the scheme and with neighbouring areas and address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

10.4 Policy DM7.4 'New Development and Transport' makes it clear that the Council will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support resident's health and well-being.

10.5 The Council's maximum parking standards are set out in the Transport and Highways SPD.

10.6 The objections regarding the width of the lane, conflict between vehicles and pedestrians/cyclists/other users, loss of parking provision information provided, blocking of access for existing residents are set out in greater detail in the appendix to this report.

10.7 The church is long-established and is accessed from an adopted highway that connects to West Lane. The single vehicle width lane is bound on its northern side by existing residential dwellings and its southern side (part way only) by a stonewall. This lane provides vehicular and pedestrian access to several residential properties. It also provides pedestrian/cyclist access between West Lane and East Bailey, including access to George Stephenson High School. There is currently no designated parking on site, although the area in the north part of the site has been used informally for this purpose. The church does not have any formal off-street parking provision. An area of informal parking exists to the north and west sides of the building.

10.8 The lane is a bridleway, and the surfacing material varies. This lane is hard surfaced up to the raised table. The section up to the raised table forms part of the adopted highway.

10.9 The submitted plans demonstrate that this extension will reduce the amount of informal parking currently available to the north side of the church. The submitted plans show that two parking bays can be accommodated to the eastern side of the extension. These bays will not be formally demarcated; instead, they will be highlighted with parking markers within the ground. The location of the bays will not conflict with the lane/bridleway. The applicant has demonstrated that vehicles can access and turn within the site and leave in a forward direction.

10.11 The Team Leader – New Developments (Highways) has been consulted. He has not raised any objections to the proposed development in terms of

highway safety and parking provision. He has recommended conditional approval including a condition for a Construction Method Statement.

10.12 The Sustainable Transport Team Leader has been consulted. He has recommended conditional approval require temporary closures, if necessary, and an inspection of the existing highway and PRow prior to commencement.

10.13 Members need to consider whether this development is acceptable in terms of its impact on highway and pedestrian safety and whether appropriate parking provision can be achieved. Subject to the imposition of the suggested conditions, it is officer advice that this development will not significantly affect highway or pedestrian safety, and it has been demonstrated that parking provision can be accommodated adjacent to the extension and that vehicles can access and egress the site. This extension will not prevent the use of the existing bridleway. As such, the proposed development accords with both national and local planning policies.

### 11.0 Biodiversity and trees

11.1 An environmental role is one of the three dimensions of sustainable development according to NPPF, which seeks to protect and enhance our natural environment.

11.3 Strategic Policy S5.4 Biodiversity and Geodiversity seeks to protect, create, enhance and manage sites within the borough relative to their significance.

11.5 Policy DM5.5 'Managing effects on Biodiversity and Geodiversity' states that all development proposals should:

- a. Protect the biodiversity and geodiversity value of land, protected and priority species and buildings and minimise fragmentation of habitats and wildlife links; and,
- b. Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and,
- c. Incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.

11.6 Policy DM5.7 'Wildlife Corridors' states: "Development proposals within a wildlife corridor, as shown on the Policies Map, must protect and enhance the quality and connectivity of the wildlife corridor. All new developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement."

11.7 DM5.9 'Trees, Woodland and Hedgerows' supports the protection and management of existing woodland trees, hedgerow and landscape features. It seeks to secure new tree planting and landscaping scheme for new development, and where appropriate, promote and encourage new woodland, tree and hedgerow planting schemes and encouraging native species of local provenance.

11.8 The objections regarding the submission of a draft report and impacts on trees are noted.

11.9 The Principal Ecologist has been consulted. They have confirmed the development is scoped out from BNG requirements under the 'de minimis' exemption, as it does not affect any priority habitats and would only affect artificial unvegetated surfaces of zero biodiversity value.

11.10 The submitted bat risk assessments reported no impacts upon roosting bats would be predicted and no further surveys were considered necessary to inform the construction of the new porch. The consultee has confirmed that conditions are required to ensure the development is carried out in accordance with the precautionary method statement and the installation of bat boxes to be installed on trees to provide roosting opportunities for bats.

11.11 The Principal Ecologist and the Landscape Team have considered the submitted tree reports and protection plan. These documents confirm no trees are to be removed and can be protected during construction. Conditions are recommended to ensure compliance with these submitted documents.

11.12 Members need to consider whether the proposal is acceptable in terms of its impact on biodiversity and landscaping. It is officer advice that subject to conditions it is acceptable. As such, the proposed development accords with both national and local planning policies.

## 12.0 Other Issues

### 12.1 Contaminated Land

12.2 NPPF paragraph 196 seeks to ensure that planning decisions have regard to ground conditions and any risks arising from land instability and contamination.

12.3 NPPF paragraph 197 states "Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rest with the developer and/or landowner".

12.4 Policy DM5.18 "Contaminated and Unstable Land" seeks to ensure that the future users or occupiers of a development would not be affected by contamination or stability issues.

12.5 The Contaminated Land Officer has been consulted. She has raised no objection to the proposed development.

12.6 Members need to consider whether the proposed development is acceptable in terms of its impact on ground conditions. It is officer advice that it is.

### 12.7 Flood risk

12.8 The objection received regarding the water board not being consulted is noted. This consultee has now been consulted.

12.9 The applicant has advised that the proposed extension's foul and surface water will connect to the mains. Members are advised that should planning permission be granted the applicant may require consents from others that do not fall within the remit of the planning system.

12.10 Northumbrian Water has been consulted. At the time of writing this report no comments have been received. Any comments received prior to the Planning Committee will be reported as an addendum to this report.

12.11 It is not considered that the proposed development will cause significant surface water runoff.

12.12 Members need to consider whether the proposed development is acceptable in terms of flood risk. It is officer advice that it is.

#### 12.13 Airport

12.14 Newcastle International Airport (NIA) has been consulted. They have raised no objections to the proposed development.

#### 12.15 Northern Gas Networks

12.16 The objection received regarding the gas board not being consulted is noted. This consultee has now been consulted.

### 13.0 Human Rights Act

13.1 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.

### 14.0 Equalities and Diversities

14.1 The objections raised have been considered as part of the assessment of this application. Consultee comments have been sought and conditions have been suggested to mitigate the identified impacts. The applicant may be required to comply with other legislative requirements that fall outside the remit of the planning system.

14.2 This planning application has had due regard to Section 149 of the Equality Act with regard to the Public Sector Equality Duty and the case officer has concluded that the application does not cause discrimination on the grounds of gender, race and disability.

### 15.0 Conclusions

15.1 Members should consider carefully the balance of issues before them and the need to take in account national policy within NPPF and the weight to be accorded to this as well as current local planning policy.

15.2 Specifically, NPPF states that LPA's should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. A core planning principle within NPPF requires that every effort should be made objectively to identify and then

meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.

15.3 Members need to consider whether the proposed development is acceptable in terms of its impact on the Grade II Listed Building and the Killingworth Village Conservation Area. It is officer advice that the proposed development would not significantly affect the setting of this Grade II Listed Building or result in a significant adverse impact upon the character and appearance of the site, its surroundings or this part of the Killingworth Village Conservation Area.

15.4 The proposal would not significantly affect the residential amenity of neighbouring properties in terms of loss of light, outlook or privacy. Conditions are suggested to control the hours of construction and dust suppression to minimise the impacts on the amenity of immediate neighbouring properties during construction.

15.5 The proposal would not have an unacceptable impact on highway or pedestrian safety.

15.6 The proposal, subject to imposing the suggested conditions, would not have an unacceptable impact on trees or protected species.

15.7 The proposal would not significantly increase flood risk in this area.

15.8 It is officer advice that planning permission should be granted subject to the suggested conditions.

**RECOMMENDATION:      Minded to grant on expiry consultation**

### **Conditions/Reasons**

1. The development to which the permission relates shall be carried out in complete accordance with the following approved plans and specifications:

Location plan (Scale 1:1250)

Ground floor GA plan Dwg No. STJN-ASA-XX-00-DR-A-100 C02

Proposed elevation east and west Dwg No. STJN-ASA-XX-00-DR-A-141  
C02

Porch plan excerpt Dwg No. STJN-ASA-XX-00-DR-A-103 C00

Proposed site plan Dwg No. STJN-ASA-XX-00-DR-A-012-C00

Proposed elevation north Dwg No. STJN-ASA-XX-00-DR-A-140 C01

Proposed levels plan Dwg No. STJN-ASA-XX-00-DR-A-501 C00

Porch roof GA plan Dwg No. STJN-ASA-XX-00-DR-A-101 C01

Porch sections B-B&C-C Dwg No. STJN-ASA-XX-00-DR-A-130-C02

Porch sections E-E&F-F Dwg No. STJN-ASA-XX-00-DR-A-131 C02

Letter detailing confirmation of bin arrangement

Reason: To ensure that the development as carried out does not vary from the approved plans.

3. The construction site subject of this approval shall not be operational and there shall be no construction, deliveries to, from or vehicle movements within the site outside the hours of 0800-1800 Monday - Friday and 0800-1400 Saturdays with no working on Sundays or Bank Holidays.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

4. Prior to the commencement of any works hereby approved above damp proof course level a method statement shall be submitted for the installation of the flashing. This shall include the approach for cutting into the stone, details for the required depth of the joint and the proposed materials to fill the gap after the flashing has been installed. These details shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development hereby approved shall be carried out in full accordance with these agreed details.

Reason: To ensure that the significance of the listed building is protected having regard to the NPPF and Policy DM6.6 of the North Tyneside Local Plan (2017).

5. Notwithstanding Condition 1, prior to the commencement of any works hereby approved above damp proof course level details of the following shall be submitted to and approved in writing by the Local Planning Authority:

a) Details are required for the glazing specification.

b) A photograph of the "Dunhouse Corsehill stone" next to the existing stone to ensure that it is a sensitive match and details about the range of sizes of the random coursed stone.

c) A site plan shall be submitted to show the area of the new paving.

d) Details for the patch repair of the render should be submitted.

Thereafter, the development hereby approved shall be carried out in full accordance with these agreed details.

Reason: To ensure that the significance of the listed building is protected having regard to the NPPF and Policy DM6.6 of the North Tyneside Local Plan (2017).

6. The development hereby approved shall be carried out in accordance with the following agreed materials:

Roof - Zinc (colour pigment grey)

Window frames and doors shall be oak (colour natural - Danish oil)

Paving - Yorkstone (colour oakworth riven)

Thereafter, the development hereby approved shall be carried out in full accordance with these agreed details.

Reason: To ensure that the significance of the listed building is protected having regard to the NPPF and Policy DM6.6 of the North Tyneside Local Plan (2017).

7. Notwithstanding Condition 1, the high-level windows shall be obscure, coloured or patterned glass. The window(s) shall thereafter be retained as such.



Reason: To ensure that the significance of the listed building is protected having regard to the NPPF and Policy DM6.6 of the North Tyneside Local Plan (2017).

8. The removal and storage of the window to be salvaged from the north elevation and re-locating to the east elevation of the extension shall be undertaken as set out in the supporting information and shall be installed to the east elevation of the development hereby approved.

Reason: To ensure the significance of the listed building is protected having regard to the NPPF and Policy DM6.6 of the North Tyneside Local Plan (2017).

9. Notwithstanding Condition 1, the scheme for parking shall be marked out with ground markers in the location shown on the Ground floor GA plan Dwg No. STJN-ASA-XX-00-DR-A-100 C02 prior to the commencement of the use of the extension. These parking areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

10. Notwithstanding Condition 1, no development shall commence until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; storage of plant and materials used in constructing the development; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; a detailed scheme to prevent the deposit of mud and debris onto the highway and a dust suppression scheme (such measures shall include mechanical street cleaning, and/or provision of water bowsers, and/or wheel washing and/or road cleaning facilities, and any other wheel cleaning solutions and dust suppressions measures considered appropriate to the size of the development), temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires and tree protection measures for trees to be retained. No cabins, storage of plant and materials or parking shall be located within the root protection areas of the retained trees as defined by the Tree Protection Plan. The approved statement shall be implemented and complied with during and for the life of the works associated with the development.

Reason: This information is required pre-development to ensure that the site set up does not impact on highway safety, pedestrian safety, retained trees (where necessary) and residential amenity having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

11. No development shall commence until plans relating to temporary closures, where necessary have been submitted to and approved by in writing the Local Planning Authority. The developer must also contact the Authority to arrange an inspection of the existing Highway and Public Right of Way (PRoW) prior to commencement. Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied.

Reason: In the interests of highway safety.

12. The development hereby approved shall be carried out in full accordance with the submitted Mitigation and Compensation Strategy, Bat Survey Report (EcoNorth, Ref: ECN21 089, Oct 2021).

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policies DM5.5 and DM5.7 of the North Tyneside Local Plan (2017).

13. Notwithstanding Condition 1, prior to the commencement of any part of the development hereby approved above damp-proof course level details of three woodcrete bat boxes including specification, and locations on appropriate trees within the adjacent woodland shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, this agreed scheme shall be implemented in accordance with these agreed details which shall be installed prior to the development hereby approved being brought into use and permanently maintained and retained.

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policies DM5.5 and DM5.7 of the North Tyneside Local Plan (2017).

14. All trees on site are to be retained. No trees, shrubs or hedges shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed during the development phase other than in accordance with the approved plans or without the prior written consent of the Local Planning Authority.

Reason: To ensure that local wildlife populations are protected in the interests of ecology and to ensure tree cover is retained having regard to the NPPF and Policies DM5.9, DM5.5 and DM5.7 of the North Tyneside Local Plan (2017).

15. The development hereby approved shall be carried out in full accordance with the submitted Tree Protection Plan and Arboricultural Method Statement (Elliott Consultancy Ltd, Ref: ARB/AE/2631, Dec 2024).

Reason: To ensure that the existing trees are appropriately protected during construction Policy DM5.9 of the North Tyneside Local Plan (2017).

**Statement under Article 35 of the Town & Country (Development Management Procedure) (England) Order 2015):**

The Local Planning Authority worked proactively and positively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirements of the National Planning Policy Framework.

## **Informatives**

Building Regulations Required (103)

CIL information (150)

The applicant is advised that the vehicular access to the highway must be constructed by or to the satisfaction of the Local Highway Authority. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

The applicant is advised that a licence must be obtained from the Local Highway Authority before any works are carried out on the footway, carriageway verge or other land forming part of the highway. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

The applicant is advised that it is an offence to obstruct the public highway (footway or carriageway) by depositing materials without obtaining beforehand, and in writing, the permission of the Council as Local Highway Authority. Such obstructions may lead to an accident, certainly cause inconvenience to pedestrians and drivers, and are a source of danger to children, elderly people and those pushing prams or buggies. They are a hazard to those who are disabled, either by lack of mobility or impaired vision. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

The applicant is advised that a license must be obtained from the Highways Authority for any scaffold placed on the footway, carriageway verge or other land forming part of the highway. Contact [Streetworks@northtyneside.gov.uk](mailto:Streetworks@northtyneside.gov.uk) for further information

The applicant is advised that no part of the gates or doors may project over the highway at any time. Contact [New.Developments@northtyneside.gov.uk](mailto:New.Developments@northtyneside.gov.uk) for further information.

The applicant is advised that they should contact Highway Maintenance to arrange for an inspection of the highways adjacent to the site. The applicant should be aware that failure to do so may result in the Council pursuing them for costs of repairing any damage in the surrounding area on completion of construction. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

The applicant is advised that that any vehicle overhanging the highway will be causing an obstruction to the highway and that vehicle should be fully set back to

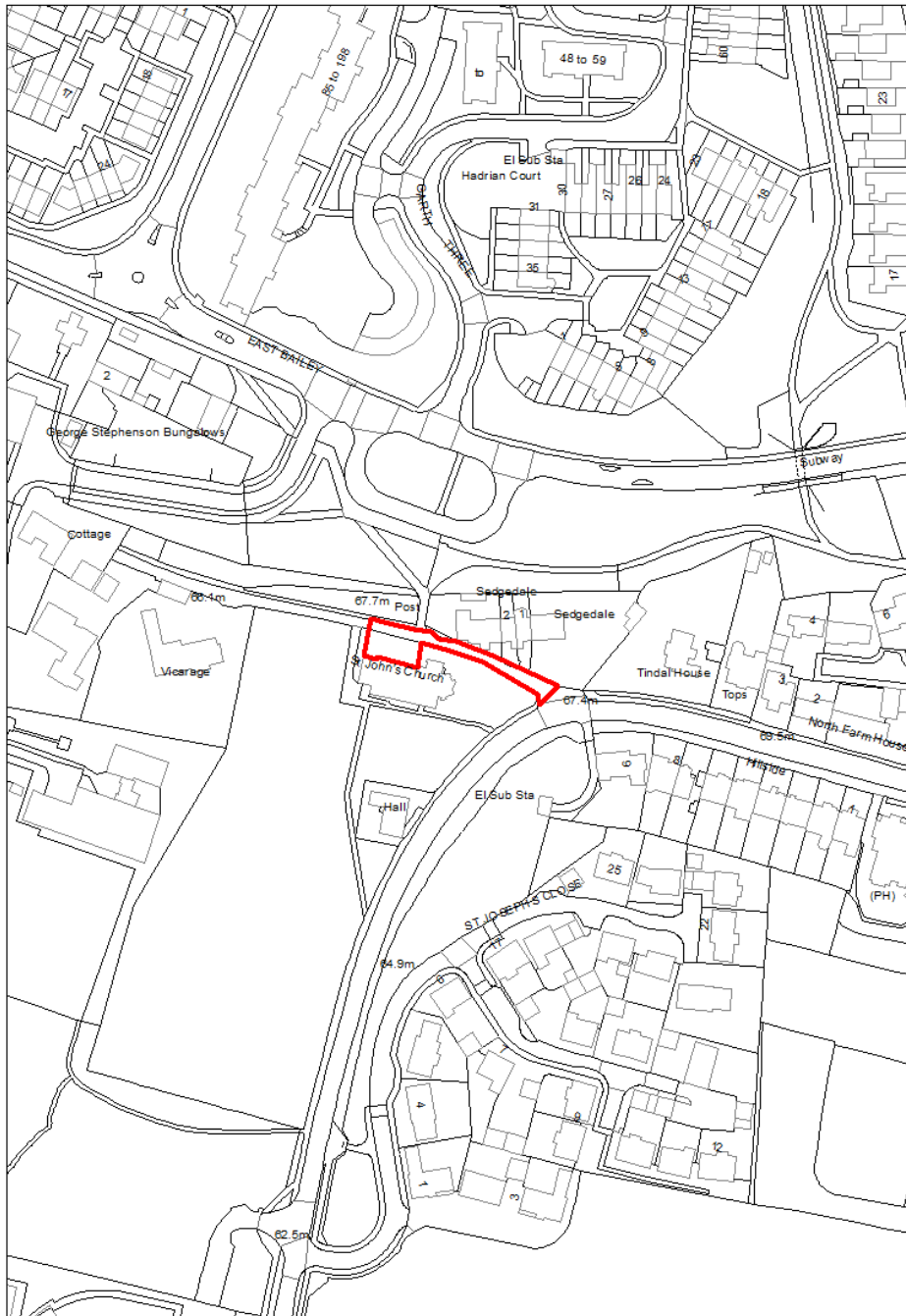
prevent this from occurring. Contact [New.Developments@northtyneside.gov.uk](mailto:New.Developments@northtyneside.gov.uk) for further information.

The applicant is advised that it is an offence under the Highways Act 1980 to deposit mud or debris on the highway and reasonable measures must be in place to prevent this occurrence in the first instance and to remove any occurrences, should they occur. Contact [New.Developments@northtyneside.gov.uk](mailto:New.Developments@northtyneside.gov.uk) for further information.

The applicant is advised that it is an offence under the Highways Act 1980 to store refuse or refuse bins on the highway other than on designated collection days. Contact [New.Developments@northtyneside.gov.uk](mailto:New.Developments@northtyneside.gov.uk) for further information.

The applicant is advised that free and full access to the Public Right of Way network is always to be maintained. Should it be necessary for the protection of route users to temporarily close or divert an existing route during development, this should be agreed with the council's Public Rights of Way Officer. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

The applicant is advised to contact the council's Public Rights of Way Officer prior to construction arrange a joint inspection of the Public Right of Way network on and adjacent to the site. If this inspection is not carried out, the Local Highway Authority may pursue the developer for any costs to repair damage to these routes. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.



**Application reference: 24/01635/FUL**

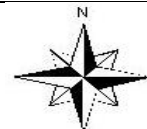
**Location: St Johns Church, Killingworth Village, Killingworth**

**Proposal: Construction of a new porch on the north facade of the church to form level access and accessible wc along with a single standard wc. A new opening will be created in the existing church wall, utilising an existing stone arch, and the small stained glass window that will need to be removed will be re-inserted into the east wall of the new porch**

Not to scale

Date: 30.01.2025

© Crown Copyright and database right  
 Ordnance Survey Licence Number  
 AC0000820329



**Consultations/representations**

1.0 Internal Consultees

1.1 Team Leader – New Developments (Highways)

1.2 The church is long-established and is accessed from an adopted highway that connects to West Lane. There is currently no designated parking on site, although the area in the north part of the site has been used informally for this purpose.

1.3 Whilst some of the informal parking area will be lost because of the proposal, the applicant is proposing that two spaces are marked out on-site formally to maximise parking in the remaining area. The access road is single-vehicle width and is a shared access to several properties. The applicant has demonstrated that vehicles associated with the church can access and turn within the site and leave in a forward direction. Conditional approval is recommended.

1.4 Recommendation - Conditional approval

1.5 Conditions:

The scheme for parking shall be laid out in accordance with the approved plans. These parking areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

No development shall commence until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; include storage of plant and materials used in constructing the development; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; a detailed scheme to prevent the deposit of mud and debris onto the highway and a dust suppression scheme (such measures shall include mechanical street cleaning, provision of water bowsers, wheel washing and road cleaning facilities with mechanical sweepers. The scheme must include a site plan illustrating the location of facilities and any alternative locations during all stages of development. The approved statement shall be implemented and complied with during and for the life of the works associated with the development. If the agreed measures are not operational, then no vehicles shall exit the development site onto the public highway.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.6 Informatives:

The applicant is advised that the vehicular access to the highway must be constructed by or to the satisfaction of the Local Highway Authority. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

The applicant is advised that a licence must be obtained from the Local Highway Authority before any works are carried out on the footway, carriageway verge or other land forming part of the highway. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

The applicant is advised that it is an offence to obstruct the public highway (footway or carriageway) by depositing materials without obtaining beforehand, and in writing, the permission of the Council as Local Highway Authority. Such obstructions may lead to an accident, certainly cause inconvenience to pedestrians and drivers, and are a source of danger to children, elderly people and those pushing prams or buggies. They are a hazard to those who are disabled, either by lack of mobility or impaired vision. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

The applicant is advised that a license must be obtained from the Highways Authority for any scaffold placed on the footway, carriageway verge or other land forming part of the highway. Contact [Streetworks@northtyneside.gov.uk](mailto:Streetworks@northtyneside.gov.uk) for further information

The applicant is advised that no part of the gates or doors may project over the highway at any time. Contact [New.Developments@northtyneside.gov.uk](mailto:New.Developments@northtyneside.gov.uk) for further information.

The applicant is advised that they should contact Highway Maintenance to arrange for an inspection of the highways adjacent to the site. The applicant should be aware that failure to do so may result in the Council pursuing them for costs of repairing any damage in the surrounding area on completion of construction. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

The applicant is advised that that any vehicle overhanging the highway will be causing an obstruction to the highway and that vehicle should be fully set back to prevent this from occurring. Contact [New.Developments@northtyneside.gov.uk](mailto:New.Developments@northtyneside.gov.uk) for further information.

The applicant is advised that it is an offence under the Highways Act 1980 to deposit mud or debris on the highway and reasonable measures must be in place to prevent this occurrence in the first instance and to remove any occurrences, should they occur. Contact [New.Developments@northtyneside.gov.uk](mailto:New.Developments@northtyneside.gov.uk) for further information.

The applicant is advised that it is an offence under the Highways Act 1980 to store refuse or refuse bins on the highway other than on designated collection days. Contact [New.Developments@northtyneside.gov.uk](mailto:New.Developments@northtyneside.gov.uk) for further information.

#### 1.7 Sustainable Transport Team Leader

1.8 The site has been established for decades, access along the track has been established for this timescale and remains unchanged. Conditional approval is recommended.

1.9 Condition:

No development shall commence until plans relating to temporary closures, where necessary have been submitted to and approved by in writing the Local Planning Authority. The developer must also contact the Authority to arrange an inspection of the existing Highway and Public Right of Way (PRoW) prior to commencement. Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied.

Reason: In the interests of highway safety.

#### 1.10 Informatives:

The applicant is advised that free and full access to the Public Right of Way network is always to be maintained. Should it be necessary for the protection of route users to temporarily close or divert an existing route during development, this should be agreed with the council's Public Rights of Way Officer. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

The applicant is advised to contact the council's Public Rights of Way Officer prior to construction arrange a joint inspection of the Public Right of Way network on and adjacent to the site. If this inspection is not carried out, the Local Highway Authority may pursue the developer for any costs to repair damage to these routes. Contact [Highways@northtyneside.gov.uk](mailto:Highways@northtyneside.gov.uk) for further information.

#### 1.11 Manager for Environmental Health (Pollution)

1.12 No objection in principle to this application. Construction hours are recommended.

HOU04

#### 1.13 Manager for Environmental Health (Contaminated Land)

1.14 I have no objections to this development; however, I would advise that Waste Acceptance Criteria testing be carried out ensure any waste materials is disposed of at a suitably licensed facility.

#### 1.15 Principal Ecologist

1.16 The development is scoped out from BNG requirements under the 'de minimis' exemption, as it does not affect any priority habitats and would only affect artificial unvegetated surfaces of zero biodiversity value.

1.17 Trees are within the red line boundary, due to access, but no impacts are expected and will be retained and protected during works. A Tree Protection Plan and Arboricultural Method statement (Elliott Consultancy Ltd, Ref: ARB/AE/2631, Dec 2024) has been submitted to ensure protection of the existing trees. Compliance with these documents is essential to prevent impacts on the surrounding trees.

1.18 Bat risk assessments were undertaken in Oct 2021 and Dec 2024 (EcoNorth, Ref: ECN21 089). These reported that no impacts upon roosting bats would be predicted, and no further surveys were considered necessary to inform the construction of the new porch.

1.19 However, works must comply and proceed to the precautionary bat method statement set out in the 2021 Bat Survey report (EcoNorth Ltd, Ref: ECN21 089).



Furthermore, 3no. general purpose woodcrete bat boxes (Schwegler 2F or similar) will be installed on trees within the adjacent woodland, to provide roosting opportunities for bats.

#### 1.20 Conclusion:

No objections to this development providing all works comply with the documents below and the following condition is included:

Tree Protection Plan and Arboricultural Method statement (Elliott Consultancy Ltd, Ref: ARB/AE/2631, Dec 2024).

Mitigation and Compensation Strategy, Bat Survey Report (EcoNorth, Ref: ECN21 089, Oct 2021).

Conditions: Three woodcrete bat boxes will be installed on suitable trees within the development site. Details of bat box specification and locations must be submitted to and approved in writing by the Local Planning Authority. Thereafter, these agreed details shall be installed prior to the development becoming operational and permanently retained thereafter.

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

#### 1.21 Landscape Team

1.22 The planning submission includes an Arboricultural Survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan. These documents indicate that the proposed development can be undertaken without resulting in any trees having to be removed. This is welcomed.

1.23 If planning permission is granted all work should be carried out in line with the submitted Arboricultural Method Statement and Tree Protection Plan.

### 2.0 Representations

#### 2.1 Objections

2.2 One objection has been received. This objection is set out below:

Another application from St Johns Church, but this time avoiding some controversy by not detailing any internal works. This application requests permission to create an accessible toilet block and another entrance to the church for ceremonial vehicles.

The existing accessible entrance enables safe direct access from West Lane for the congregation, ceremonial participants and their numerous guest congregating safely. This is much preferable than the proposed squashed access along the narrow pot holed, back lane with multiple users commuting, cycling and accessing the right of way, and homes that must not be blocked at any time. Please note that a section proposed for the ceremonial access is adopted and tarmacked despite being described as otherwise in the Application Form and would need to be used to gain access to the proposal.

However, this extract from the applicants Design and Access Statement Revised 20.11.24 states:

"The churches 'The Way Forward Group' identified a number of needs for the church building to bring it into the 21st century, to improve the comfort and flexibility of use for worship and as a key part of plans to engage more widely in mission and witness with the community of the Parish."

And this extract from the applicants Heritage Statement 12.12.24 states:

"After comprehensive consultation, the mezzanine level has been re-designed to accept a re-positioning of the organ to release the ground floor space for essential storage, modest kitchen facilities and utility room. The mezzanine is accessed by a staircase for the organist and the remaining space allocated as a small meeting room.

The glass balustrade remains."

It would seem these facilities albeit not fully accessible to all since some access is by staircase, have fallen by the wayside, probably making community grants more difficult to obtain.

We would agree that an accessible toilet would be a useful addition to any 21st century building however an accessible welcome porch, with notice board and library already exist.

#### Safe Ingress, Egress and Parking

This extract from the applicants Design and Access Statement Revised 20.11.24 states

"with inconvenient and dangerous parking on the bend of West Lane for the ceremonial vehicles."

However, the rest of the church community must still endure the inconvenient and dangerous parking, exacerbated by the reduction of "informal parking" that currently exist.

"This location allows safe access and parking for ceremonial vehicles from the lane along the north of the site which also services six houses. It allows normal domestic pedestrian and vehicle activity to continue uninterrupted for these houses. Parking for the ceremonial vehicles is adjacent to the west gable of the church. A hearse has attended the site to confirm the accessibility, see photos below."

The applicant's photos clearly show the current informal parking that will be halved by this proposal.

The applicants photos demonstrate a ceremonial vehicle sited outside the development proposed in the previous application namely 21/01271/FUL. The drawing dimension of this current proposal differ. Are these photos still valid representation?

The applicants top right hand photo clearly shows a ceremonial vehicle blocking access to our homes. This demonstrates the total disregard of residents living along the lane and potential denial of their access. Although "with inconvenient and dangerous parking on the bend of West Lane for the ceremonial vehicles" is put forward as one of the main reasons for this proposal, none of the submitted

documents and drawings detail where this ceremonial parking is to be other than "adjacent to the west gable". This needs clarification.

Again from the applicants Design and Access Statement Revised 20.11.24.

Although this is a "visualization", it would appear a row of non-existent conifers are to be added but is this where the ceremonial vehicle parking is proposed, and would this also compromise access to our homes?

The comments from "Team Leader New Developments" attached a condition of road cleaning with respect to highways but since a large part of the work necessitates driving on the tarmacked right of way area this should also be cleaned. Are the construction management statement etc available to view?

Arboricultural Survey Arboricultural Impact Assessment Arboricultural Method Statement Tree Protection Plan Ref: ARB/AE/2631 Date: December 2024 states a welcome "no tree require removal to allow construction" and should be adhered to.

"Potential Conflict 1: Loss of trees to allow construction. No trees require removal to allow construction. Mitigation / Countermeasure: No countermeasures or mitigation is necessary. "

"Potential Conflict 2: Damage to retained trees during construction. Retained trees may be damaged due to a variety of reasons during the development process. Mitigation / Countermeasure: All retained trees can be protected during the construction process by the installation of appropriate protective fencing and maintaining the agreed construction exclusion zones as shown within Appendix 7."

A method to protect the trees and root areas is also mapped, together construction exclusion zones and the recommended fencing type (see above.) This protective fencing is used along a very narrow part of the lane and must never block access to our homes beyond the proposed development as well as the right of way.

24\_01635\_FUL-BAT\_REPORT-1010126 (Although stated still as "This is a draft report and is not currently suitable to support a planning application.") and 24\_01635\_FUL-BATS\_AND\_BNG\_V1-1010238

The welcome summary of these documents states the impact of the proposed development will be minimal. However, both assessments may need repeating depending upon when the proposed development commences as they will not be current.

#### Flood Risk

Although the area around the proposal is not in a flood plain it has been subject to localized flooding.

The surrounding area and lane become flooded during heavy downpours and also at times of lighter but persistent rain.

The proposal seeks to connect an existing main sewer to dispose of foul and rainwater from the development. The water authority must be consulted to confirm available capacity in their sewer but as of 12.1.2025 they are not listed as being consulted.

#### Gas Safety

The submitted 24\_01635\_FUL-EXISTING\_GROUND\_FLOOR\_PLAN-1010129 details an existing gas valve and service sited at the proposal development. As a retired engineer from the gas industry I am aware of the constraints of development with respect to gas mains, valves and services and the safety measures not to build over them. The gas authority must be consulted to ensure safe development and re routing before development if necessary but as of 12.1.2025 they are not listed as being consulted.

We request you seriously consider our comments and concerns with regard to this current application.

### 3.0 External Consultees

#### 3.1 Historic England

3.2 No advice is being provided.

#### 3.3 Newcastle International Airport (NIA)

3.4 The proposal has been assessed by the Aerodrome Safeguarding Team and given its location and modest nature it is not considered that the proposal would result in any detriment to the safe operations of the Airport. NIA would not therefore offer any objection to this application.

#### 3.5 Tyne and Wear Archaeology Officer

3.6 The applicant has provided a report on Historic Building Recording for the application site (HER event 5595 report 2023/59) carried out by the Bamburgh Research Project in 2023. There has been little significant change to the church and the churchyard since the church's construction. The report includes historic research, historic map regression, a written description, plans and elevations and photography.

3.7 This report fulfils the requirement for historic building recording of the area to be altered, in accordance with paragraph 218 of the NPPF. The Archaeological Building Recording Condition is therefore no longer required.

#### 3.8 Northern Gas Networks

3.9 No objections to these proposals, however there may be apparatus in the area that may be at risk during construction works and should the planning application be approved, then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversionary works be required these will be fully chargeable.

#### 3.10 Ecclesiastical Case Worker – Historic Buildings and Places

3.11 We last commented on a virtually identical scheme – by email of 20<sup>th</sup> June 2021 – which I see was granted consent. I wonder if the present scheme is, in effect, one for renewal of that consent.

3.12 We stand by our earlier comments and in that connection are pleased to note that the shell of the newcomer is indeed to be in natural stone and laid in random coursing.

3.13 Beyond that, and noting that the scheme remains unbuilt and therefore open to minor tweaking, must the proposed eaves be so deep and possess such visible joints?

3.14 We welcome the promise to resite the displaced stained glass window but I cannot find it referred to on any of the drawings. It is important that it is and indeed that confirmation given that it will be transposed wholesale, without changes. This is inferred by the presence of the window surround but express confirmation on the glass itself would be welcome.

3.15 It does not help in that regard that the annotation of the drawings appears to misdescribe the East elevation as West, and vice versa.

### 3.16 Killingworth Village Residents Association

3.17 Thank you for the opportunity to comment on the proposal 24/01635/FUL. This appears, in substance, to be identical to 21/01271/FUL, which expires in March of this year. However, there is a significant difference with respect to access.

3.18 The Church already has a fully accessible entrance which is reached via a grade 2 listed gateway and path from West Lane, or by parking beside it. In the original submission, this was shown as still being in use. However, the submitted proposed ground floor plan, dated August 2023, shows the current entrance as being 'locked shut'. This would mean that the grade 2 listed gateway, path and current ramp would effectively be unusable and that all churchgoers would use the narrow lane rather than the Church pathway.

3.19 Our other concerns and objections remain the same as in our letter of 31 December 2021. The main themes of that letter are included below.

3.20 We appreciate that the Church wants to install a toilet that is accessible to all worshippers. However, this proposed extension is to include an additional 'ceremonial' entrance and 'welcome porch' next to the toilets.

3.21 We remain puzzled by continued references to increased accessibility, especially if the current entrance is to be locked shut.

3.22 Our main areas of concern relating to the extension are:

The stated choice of materials for the extension do not sit comfortably with this grade 2 listed building. The roof is proposed to be zinc "to match the present copings"; these copings are corroding badly in places. We believe that the extension's roof should match the actual roof and the South aisle. These are specified in the Grade 2 listing as Welsh slate. We are unclear regarding the

stated choice of Ashlar stone for the walls. This refers to how the stone is dressed not its source or colour. Reference is made in the application to “pink sandstone”, however, the Grade 2 listing specifies “bands of red sandstone”. We trust that the Council’s team will be able to advise as to the suitability of all the materials for this extension to a grade 2 listed building in a Conservation Area. We note that the Ecclesiastical Caseworker from Historic Buildings and Places has also commented on aspects of the design.

3.23 The access lane to the extension is very narrow, predominately about 3m, less in places. It is shown as a bridle way on OS maps which is indicative of its width, complete lack of footpaths and poor surface. The proposal that hearses and other ‘ceremonial’ vehicles drive up this narrow lane, from West Lane, in order to access the new entrance. This is a great safety concern as it is regularly used by many pedestrians and cyclists. Ironically, there will be fewer parking spaces meaning vehicles would drive up and back at the beginning and end of each service. The current surface is not suitable, and no change to it is planned. The application form states that the vehicle access and hard standing are to remain as gravel. If the current fully accessible entrance is locked shut then all churchgoers will have to use this footpath-free access lane. We do not recognise the applicant’s description of the current entrance as being “uncomfortable and undignified”.

3.24 The loss of parking spaces in this area next to the Church will lead to more cars parked on the road. This seems at odds with the observation in the application, that notes that there is “inconvenient and dangerous parking on the bend of West Lane”. While one could debate why parking outside the main entrance to the Churchyard is described as inconvenient, the proposed extension will remove a significant area that is regularly used for parking by Church users, thus meaning more cars will be on the road. Ceremonial vehicles generally do not currently choose to use any of the five spaces in the carpark – suggesting that they prefer to park on West Lane – despite it being “inconvenient and dangerous”. If the current proposal is approved there will only be two spaces- one of which is designated as accessible.

3.25 Further comment:

3.26 Thank you for your invitation to speak at the planning committee regarding this application. Having read the applicant’s response to our concerns, and their clarification regarding the continued use of the current entrance, we have decided to withdraw our speaking request.

3.27 We believe there remains some ambiguity regarding the certainty of the continued use of the current entrance, especially as the submitted, and revised, ground floor plan are both dated August 2023. This is long after the first planning was agreed (and after the date of the Faculty, agreed with Church authorities).

3.28 We ask the Committee to consider making continued use of the entrance a condition of planning approval.

3.29 We understand that the applicant feels the issue of the current entrance is irrelevant as it is part of the Faculty (church authority) permission rather than the LA. However, it is clearly inextricably linked to this application.

