

Development Control
(Hetton, Houghton and Washington)
Sub-Committee

SUPPLEMENT

Number: S1

Application Number: 09/00297/VAR

Proposal: Variation of condition no.26 on consent no. 06/02303/OUT to allow the development of Development Areas A, B, C and G to proceed before the highway improvement scheme for Station Road in the vicinity of the railway bridge is submitted and implemented rather than before the commencement of development on the site as a whole.

Location: Former Cape Insulation Factory Barmston Road Washington

Further consideration has been given to the condition on the original outline consent and the applicant's proposed variation. As indicated in the main report the proposed variation was considered to be unacceptable as pedestrians from the new development proposed within Development Area A would still need to access the nearest services in Barmston via Station Road. With this in mind consideration has been given to the effect of development proceeding on Development Area A ahead of, and possibly without any development on Development Area D. Clearly this was not envisaged at the time of the original outline consent when a comprehensive development of the area was considered likely with new pedestrian routes available through the residential areas on Development Areas A and D.

Currently, the footways along Barmston Road on the approach to the bridge over Station Road are substandard and the intensification of their use is likely to lead to conditions prejudicial to pedestrian and highway safety. Consequently, it is considered that condition 26 should be varied to allow for the separate development of Development Areas A and D, The following wording is therefore proposed:

" No development, shall take place until details of improvements to the public highway known as Station Road and its approaches within the development site shown edged red on the Indicative Master Plan have been submitted to and approved in writing by the Local Planning

Authority. Such improvements shall accord with the details shown on drawing number WCL/SA/06/012 (in the submitted Transport Statement). Thereafter the scheme, as approved, shall be fully implemented prior to the occupation of the first residential unit in the interests of pedestrian and highway safety and to comply with policies T8 and T14 of the approved UDP."

This effectively allows the requirements of safe pedestrian access, from the residential development on the former Cape Insulation site, to services in Barmston to be achieved whether Development Areas A and D are developed together or individually. It is accepted that if Development Area A is developed first there will be a need for some, possibly temporary, works to improve pedestrian access links to Station Road which will be likely to be superseded if/ when Development Area D is developed for residential purposes.

It is therefore recommended that Members reject the applicants proposed variation and agree the above recommended revised wording to condition no. 26 on outline consent 06/02303/OUT. A new consent will then be issued with all the other conditions from the original outline consent retained.

RECOMMENDATION: That Members decline to agree the applicant's proposed variation and substitute the following wording:

26. No development, shall take place until details of improvements to the public highway known as Station Road and its approaches within the development site shown edged red on the Indicative Master Plan have been submitted to and approved in writing by the Local Planning Authority. Such improvements shall accord with the details shown on drawing number WCL/SA/06/012 (in the submitted Transport Statement) . Thereafter the scheme, as approved, shall be fully implemented prior to the occupation of the first residential unit in the interests of pedestrian and highway safety and to comply with policies T8 and T14 of the approved UDP
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