

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

**30 January 2014**

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**REPORTS FOR CIRCULATION**

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**REPORT BY DEPUTY CHIEF EXECUTIVE**

**PURPOSE OF REPORT**

This report is circulated to the Sub Committee Meeting. It includes additional information received after the preparation of both the report on applications and the supplement. This information may allow a revised recommendation to be made.

**LIST OF CIRCULATED ITEMS**

Applications for the following sites are included in this report.

Hetton, Houghton &  
Washington

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Land North of Station Road / Northwest of Pattinson Road  
and Adjacent to Barmston Road, Washington



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<b>Number:</b>	S3
<b>Application Number:</b>	13/03037/VAR
<b>Proposal:</b>	Variation of condition 2 (plans) of previously approved application 12/00333/FUL (Residential development comprising of 170 houses with associated access, parking and landscaping, to include public open space. Stopping up of highways and change of use to residential) for minor material amendment comprising substitution of house types at plots 8 and 9, reconfiguration of highway, dwellings (reduction of 1no. unit) and garages at plots 24-26, 31-32 and 33-38 and replacement of 2no. semi-detached dwellings with 3no. terraced dwellings at plots 126 and 127, all within Area D
<b>Location:</b>	Land North of Station Road / Northwest of Pattinson Road and Adjacent to Barmston Road, Washington

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Following the preparation of the main report to the Sub-Committee, the Council's Network Management section has provided comments, raising no objections but recommending that the proposed area of adopted highway adjacent to plot 261 be extended to allow vehicle movements on and off the segregated drive of this plot. In light of these comments, an amended site layout has been received which accords with this recommendation.

As set out in the main report, the main issues to consider in the assessment of this application are as follows:

- Design, scale, massing and layout; and
- Highway implications.

#### Design, Scale, Massing and Layout

One of the core principles of the National Planning Policy Framework (NPPF), as set out by paragraph 17, is that planning should 'always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings'. Paragraphs 56 and 57 expand upon this principle, highlighting the importance Central Government place on the design of the built environment, including individual buildings, public and private spaces and wider area development schemes. Paragraph 64 of the NPPF goes on to state that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'.

UDP policy B2 reflects the above, stating that the scale, massing, layout

and/or setting of new developments should respect and enhance the best qualities of nearby properties and the locality whilst large scale schemes, creating their own individual character, should relate harmoniously to adjoining areas'. Expanding upon Policy B2, the Council also has additional guidance in the form of the Development Control Supplementary Planning Guidance (SPG) and Residential Design Guide Supplementary Planning Document (SPD) which set out standards and examples of good design practice.

Typically, the LPA seeks to ensure that a minimum distance of 21m is provided between main facing windows and 14m between main windows facing onto gable or other elevations which contain no primary windows. A reduction in the above standard may be acceptable where it is demonstrated through imaginative design solutions that the proposal will (a) not adversely impact on existing levels of residential amenity, notably outlook, light and privacy, whilst (b) ensuring that satisfactory levels of the above matters are achieved.

On balance, it is considered that the proposal largely adheres to the above minimum requirements, however it is acknowledged that there are instances where a lesser distance is proposed. Having reviewed these aspects of the scheme where a lesser distance is proposed to be created, it is not considered that any property would be afforded an unsatisfactory level of amenity.

In design terms, the current proposal utilises the same house types as used on the original permission which the current application seeks to vary. The current proposal is also considered to be similar to the originally approved scheme in terms of density and scale, the composition of the blocks of housing, layout and car parking solutions and is reflective of adjacent housing development which are currently under construction, whilst the use of a range of house types of varying designs, footprints and height maintains the interest and quality of the overall scheme. The continuation of the relatively simple, modern architectural approach, comprising gabled roofs and flat-roofed porch/canopy, bay and dormer features, reflects the design ethos of the adjacent schemes. In this regard, the scale and massing of the revised scheme is considered to be appropriate and acceptable.

### Highway Implications

Paragraph 75 of the NPPF 75 states that, 'planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails'.

Policies T8, T9 and T10 of the UDP promote the facilitation of mobility for pedestrians and cyclists whilst upgrading and identifying new paths and multi-user routes. Policy T14 aims to ensure that new developments are easily accessible to both vehicles and pedestrians, should not cause traffic problems, should make appropriate provision for safe access by vehicles and pedestrians and indicate how parking requirements will be met whilst policy

T22 seeks to ensure that the necessary levels of car parking provision will be provided.

The current proposal does not alter the total number of units previously approved, so it is not considered that the impact on the surrounding road network would be altered as a result of the proposed amendment.

Within the site, the previously approved vehicular link between Barmston Road and the central estate road would be removed and replaced by a cul-de-sac and pedestrian access. Whilst this, as well as the previously approved termination of vehicular access through the central estate road, would restrict vehicle movement within the site, it has been inspected by the Council's Network Management section and is deemed to be acceptable.

The number and form of parking spaces are considered to be acceptable and in-keeping with the wider approved development and, in accordance with the original consents, is considered that details of traffic calming measures, visitor parking and footway/cycleway provision can be resolved through the imposition of suitably worded conditions.

### Conclusion

For the reasons set out above, the design, scale, massing and layout of the amended scheme is considered to be acceptable and it is not considered that the proposal would be detrimental to highway safety or the free passage of traffic.

The previously approved planning application (reference 12/00333/FUL) was accompanied by an agreement made under the provisions of Section 106 of the Town and Country Planning Act 1990 for the provision of contributions to local education, play space and affordable housing, subject to the carrying out of additional site investigations to accurately ascertain the actual abnormal costs of the development. Therefore, a deed of variation in connection with this planning application to ensure that the Section 106 requirements are applied to this application to vary the previous planning permission is required.

Accordingly, it is requested that Members delegate the final determination of this planning application to the Deputy Chief Executive, who is minded to approve the application subject to conditions relating to the items set out below and the signing of a deed of variation to the Section 106 agreement as described above.

**RECOMMENDATION: Delegate to the Deputy Chief Executive to either:**

**Approve subject to signing of Deed of Variation**

**or**

**Refuse if the Deed of Variation is not completed by 07 February 2014 or an alternative date agreed with the applicant**

## Topics of Conditions

- Scheme of Working
- Hours of Construction
- Archaeology
- Remediation of Land Contamination
- Site Levels
- Boundary Enclosures
- Materials
- Drainage
- Landscaping
- Japanese Knotweed
- Noise Attenuation
- Protection of Network Rail Apparatus
- Highway Works/Improvements
- Car Parking
- Wheelwash
- Ecology