

	REPORT TO PLANNING & DEVELOPMENT COMMITTEE TO BE HELD ON THURSDAY, 16 April 2015	
APPLICATION REFERENCE NO: 15/00046/FL	TARGET DATE: 1 April 2015 Extended date: 20 April 2015	GRID REF: 501497-490091

REPORT OF THE PLANNING SERVICES MANAGER – PSM/15/111

SUBJECT: Demolition of existing building and erection of Sainsbury's Local food store including access, car parking and landscaping for Sainsbury's Supermarkets Limited 454 Scalby Road Scalby Scarborough North Yorkshire YO12 6EE

1.0 THE PROPOSAL

1.1 This application seeks planning permission for the demolition of an existing vacant bank building and the erection of a Sainsbury's Local food store retail unit. The site in question is located off Scalby Road. It is a former bank set within a generous curtilage and forms a row of commercial properties consisting of 2 banks and a library. The site is accessed from a forecourt shared with the other bank and library. The forecourt features an entrance/exit at each end with an informal layout that does not identify a clear traffic direction or parking arrangements. The proposals include the provision of landscaping and the creation of a car park to the front of the store. The existing building was formerly in use as a bank (A.2) and occupies a floor area of 184 m².

1.2 As submitted the proposals sought consent for the erection of a detached supermarket constructed from brickwork and timber cladding with a profile metal sheet roof. Following concerns raised by Officers, the Highway Authority and interested parties, the applicant has elected to revise the proposals in an attempt to overcome these concerns. The revisions include alterations to the design of the store and car parking along with an amended Transport Statement. The store design revisions attempt a more traditional approach and include improvements to the roof design and materials and the introduction of render as a construction material.

1.3 The replacement building will be 400m² in footprint and sited to the rear of the site with the car park to the front. Access will be taken from the existing forecourt. The revised design will be constructed from stone and timber cladding with a rendered gable. The roof will be terracotta tile profile sheeting. The store building will be 26m in width by 16.3m in depth. Eaves and ridge heights will be 3.6m and 6.3m respectively. The building will provide 400 m² of gross retail space with a net sales area of 280 m². The building will feature a glazed frontage incorporating its main entrance. An ATM facility will be provided within the front elevation. The proposed car parking will provide

16 car parking spaces including one disabled space. Cycle parking will also be provided for 4 cycles.

1.4 The warehousing element of the building and staff facilities will be concentrated to the southern aspect of the building. A dedicated loading bay is to be incorporated into the car park adjacent to this area. Bin storage will be internal within the warehouse elements of the store.

1.5 The applicant has stated that the proposals will provide 20 new full time jobs.

1.6 The store will open between 0700 and 2300, 7 days a week.

1.7 The proposals include a scheme of landscaping and tree removal along with the site ad in the adjacent highway and some replacement planting. These will be 3 Copper Beech specimens within the highway outside of the site. A section of hedge to the front of the site will be replaced so as to allow creation of the proposed car park.

1.8 Supporting the application a noise report, transport statement arboricultural statement and ecological statement have been submitted

1.9 The proposal is brought before Committee as a result of the considerable local interest.

1.10 The building can be converted under permitted development rights to an A.1 retail use. Current permitted development rights also allow the extension of the building by up to 100 m2.

1.11 Although this proposal is considered as a Sainsbury's Local this could operate as almost any type of A1 shop by any operator.

2.0 SCREENING OPINION REQUIRED?

2.1 No

3.0 PRE-APPLICATION COMMUNITY ENGAGEMENT

3.1 The applicant has submitted some evidence of community engagement. This included letters sent to local people. The application includes examples of a letter of objection from Scalby Wives Group and a copy of a petition objecting to the scheme.

4.0 CONSULTATIONS AND COMMENTS

The following is a summary of the key and relevant comments received from consultees and interested parties. Their full comments and any accompanying documentation are available to view on the Council's website.

4.1 Newby and Scalby Parish Council - Object to the application on the grounds of the lack of need, lack of public support, the design of the building is contrary to Policy E.12 of the Local Plan and the scheme is detrimental to highway safety.

4.3 Highway Authority - Objections to the application as originally submitted on the grounds of highway safety, poor access, unsatisfactory parking layout and inaccurate Transport Assessment. Comments on the amended scheme and Transport Assessment are awaited.

4.4 Head of Environmental Health and Housing Services - No objections. Recommends conditions controlling construction working hours and measures to prevent harm to amenity from noise and dust. Also recommends a condition requiring the recommendations of the acoustic report be implemented.

4.5 North Yorkshire Police Architecture Liaison Officer - No objections. Notes that the store is located so as to maximise natural surveillance. The design does not include bin storage which should be secure. A defensible space should be incorporated around the ATM. Recommends a condition requiring the full details of how crime prevention has been considered and incorporated into the design and layout of the scheme before commencement of development.

4.6 Ecologist (SBC) - The ecological survey report is comprehensive and investigated all potential ecological issues relevant to this proposed development. Although the report describes the current building as having limited potential for roosting bats, it suggests either an emergence survey or semi-destructive survey to make absolutely sure. I would therefore recommend an emergence survey to be conducted between May and August, and suggest this could be by planning condition.

4.7 Head Of Regeneration (SBC) - No comments received.

4.8 Publicity - The consultation period expires on 6 April 2015.

4.9 7 comments have been received from Local Residents supporting the proposals on the grounds of;

-Sainsbury pay higher than other local retailers.

-Additional employment

-More competition will reduce prices

-The existing building is an eyesore

-The existing trees are oppressive

-It will be closer for the elderly

-It won't affect the existing stores clientele.

-Proudfoots car park is already full. We need somewhere else to shop.

-Quality may improve by having a competitor.

-Scalby housing continues to expand and so must shopping.

4.10 338 comments have been received from local residents, a nearby Local Supermarket Chain, Scalby Village Trust and Borough Councillors objecting to the proposals on the grounds of;

-The site is located within close proximity to a number of existing junctions and business entrances and exits. Additional traffic in this location will cause considerable congestions and traffic issues.

-The existing pedestrian crossing will become hazardous as a result of the proximity to the sites access which will endanger its users.

-The proposals will result in an adverse impact upon highway safety in the area.

-There is conflicting information within the transport statement and other documents in the application.

-The traffic surveys were undertaken in December which is not reflective of the traffic situation on Scalby Road. This is outside of the peak season where flows will be much higher.

-Sainsbury's traffic report is inaccurate and based on incorrect methods and calculations which results in incorrect vehicular and pedestrian movement forecasts.

-The number of car parking spaces to be provided is inadequate for a store of this size.

-Parking on the site could be problematic as a result of the layout.

-Delivery lorries will cause problems with access and cause issues when exiting and entering the site. They will also disrupt the flow of traffic into the site and along Scalby Road.

-The proposals will encourage illegal parking on nearby double yellow lines and affect the quality of life for nearby residents.

-There is no staff parking provided which will cause on street parking problems in the vicinity. Staff and customers will add to problems caused by other businesses and organisations which result in on street parking pressure in the vicinity.

-The pub car park could be used as an overflow which would harm its trade.

-The proposals would alter the character of Scalby Road.

-The proposals will be visually imposing.

-The original design of the building looks like a warehouse and is out of character with the area.

-The proposals are an overdevelopment of the plot.

-The design of the building is overbearing.

- The building is not in keeping with others in the area.
- The space utilised for this development could be a useful park for children.
- A large supermarket of this size would destroy the village atmosphere of Newby.
- No details of signage have been submitted as part of this application.
- The building is larger than a convenience store.
- The existing trees contribute to the character of the area and the provision of new trees is subject to highway approval and not guaranteed.
- The area is of ecological value including protected species including bats.
- The area is already well supplied with supermarkets and shops including an existing supermarket, a petrol station and a village shop.
- No retail impact assessment has been submitted.
- The proposals would result in job losses in other supermarkets nearby with new jobs in this location at the expense of elsewhere.
- The proposals could cause the village store in Scalby and nearby Proudfoots super market to be lost.
- There has been no community consultation process to establish need.
- The proposals will make the area a retail park.
- The proposals would undermine local businesses.
- Vacant commercial properties are 3 times higher in Scarborough than Whitby and all the new additional retail space is eroding the viability and vitality of Scarborough town centre.
- Proudfoots supermarket located nearby sources its products from local producers which will in turn also suffer as a result of the development of this proposal.
- Early deliveries could impact upon residential amenity.
- Comings and goings of patrons using the cash machine facility will cause 24 hour nuisance to residents.
- Noise from the store would cause noise disturbance to residential neighbours.
- There will be considerable disturbance during construction works to demolish the existing building and erect its replacement.
- The extraction unit facing the doctor's surgery is a potential noise and health hazard.
- The proposals will result in additional litter.

-The site will become a gathering spot for antisocial behaviour.

-A petition containing 631 signatures has been received and objects to the application on the basis of lack of need, traffic congestion and design.

4.11 A transport assessment and planning statement has been submitted on behalf of Proudfoot Group in addition to other objections received from the firm. The planning statement concludes that: the site access is inadequate; the proposals are an over development of the site; the applicant has failed to address the sequential approach required; the proposals will have an adverse impact upon the local economy; and, the design of the scheme is poor. The submitted transport assessment concludes the proposals would be detrimental to road and pedestrian safety as a result of the proximity to the pedestrian crossing, and should be refused planning permission.

5.0 RELEVANT SITE HISTORY

5.1 1997 - Proposed extension to existing car park at National Westminster Bank. Permitted with conditions.

5.2 1998 - Alterations to paved area to front of bank to provide a disabled access. Permitted with conditions.

6.0 PLANNING POLICY

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of The Town and Country Planning Act 1990 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. Attention is drawn to the following Development Plan and other planning policies and guidance which are considered to be particularly relevant to the consideration of this application:-

Scarborough Borough Local Plan (Saved Policies)

E5 - Road and Rail Approaches to Resort Towns

E12 - Design of New Development

E6 - Protection of Open Space

H10 - Protection of Residential Amenity

National Planning Policy Framework

NPPF2 - Ensuring the vitality of town centres

NPPF7 - Requiring good design

NPPF11 - Conserving and enhancing the natural environment

Scarborough Borough Supplementary Planning Documents

None relevant

Local Planning Policy Guidance

None relevant

7.0 ASSESSMENT

7.1 The key issues in this instance are the principle of the development, the impact of the proposals upon highway safety, visual amenity and residential amenity.

Principle of development.

7.2 The proposals in this instance have attracted considerable local opposition. A key element of these objections focuses on the principle of further retail development in this area. Issues raised in respect of principle include the impact of the proposals on other retail units within the area, impact upon Scarborough town centre and the need for a further retail unit in this area.

7.3 The area surrounding the proposals is characterised as a residential area with a number of local facilities. Scalby Road forms an arterial road into Scarborough Town Centre. The proposals will be sited within the centre of a number of existing businesses and will replace an existing bank which has been closed for some period of time. Existing services in this location include shops, a doctor's surgery, dentist surgery, petrol station, pub, bank and other professional services.

7.4 The General Permitted Development Order 1995 would allow the conversion of the existing building to 184 m² of retail space without planning permission, with a further potential for an additional extension of close to 100 m². The ability to convert almost half of the proposed floor space without planning approval is still a material planning concern in assessing the principle of the site for retail development.

7.5 In this instance the proposals involve the creation of 400m² of retail space outside of Scarborough Town centre within a predominantly residential area. Section 2 of the National Planning Policy Framework seeks to protect the vitality and viability of existing town centres. In this instance the proposals will be located approximately 2 miles from Scarborough town centre. Concerns raised by interested parties have noted the lack of a retail impact assessment.

7.6 Section 2 of the National Planning Policy Framework advises Local Planning Authorities that "when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, Local Planning authorities should require an impact assessment if the development is over 2500 m²" (if there is no locally set threshold). The proposals themselves involve the erection of a dedicated new building and the creation of 400m² of retail space. This is well below the indicated threshold. The requirement to provide a retail impact assessment could therefore not be sustained and it is considered that in view of this guidance the proposals are for a small scale retail unit that is unlikely to have any noticeable impact upon Scarborough town centre.

7.7 It is noted that the facilities including shops, library, pub and professional services in this area are of considerable importance to the local community. The National Planning Policy Framework also seeks to protect Local Centres. However, the area is not formally designated as a district centre within the Scarborough Borough Local Plan.

In the immediate vicinity there are a number of existing retail units including one which is significantly larger than the proposals. It is considered that a small scale 400m² retail operation is not large enough to be considered anything other than a small scale convenience store. The impact of the proposals on existing businesses and competition between retailers within the area and therefore cannot be taken into account when assessing the principle of development.

7.8 In this instance the additional retail floor space in this location would not result in a significant harm to the vitality and viability of Scarborough Town Centre or any other designated shopping centre. Therefore the principle of the development of this site with this scale of retail development is acceptable subject primarily to the impact of the proposals upon highway safety, visual amenity and residential amenity.

Impact of the proposals upon Highway Safety.

7.9 Considerable objections have been received from the Highway Authority, The Parish Council, Scalby Village Trust and local residents in respect of the impact of the proposals upon highway safety. These principally involve the proximity of the site entrance to an existing pedestrian crossing, the layout of the car park, the impact of the proposals upon highway safety and convenience and the accuracy of the applicants submitted transport assessment.

7.10 Section 3, Paragraph 32 of the National Planning Policy Framework states that "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

7.11 As initially submitted the proposed access was unsatisfactory as a result of its shared status with other existing businesses. The site will be accessed from an existing forecourt area that is characterised by its lack of a clear route into not only the proposals but also the existing bank and library which its users would also frequent. Parking arrangements on the forecourt are also informal and confusing. This would lead to conflicts in traffic movements, particularly when considering the significant intensification of use the proposed store is likely to attract. This would result in interference in the free-flow of traffic on Scalby Road and subsequently harm to highway safety and convenience.

7.12 The layout of the new carpark and loading bay would prevent the safe manoeuvring of delivery and customers vehicles. The positioning of the loading bay would require 3 of the parking spaces to be empty in order for the delivery vehicle to egress the facility in a safe manner. If these spaces were occupied the vehicle would be required to reverse out of the site onto Scalby Road. The manoeuvring of the delivery vehicle would also block the route into the car park causing congestion on Scalby road.

7.13 The proximity of the site entrance and exit to the adjacent Puffin Crossing would also be dangerous to its users. Further congestion caused as a result of this development may also cause cars to be stranded on the crossing further endangering its users. Regular congestion of the proposed car park as a result of its poor layout would also have the potential lead to customers regularly parking on the grass verge adjacent to the site which would cause an obstruction that would likely be detrimental to highway safety.

7.14 Objections have also been raised from the Highway Authority and other interested parties in respect of the applicants submitted Transport Statement. This utilises the TRIC's database to produce estimated vehicular and pedestrian movements from the site. The Highway Authority has expressed doubts over the reliability of the data contained in the report and feel that in reality the trips generated by the proposed shop would be considerably higher. This further exaggerates the above concerns already raised in respect of the design layout and access to the car park of the proposed shop.

7.15 It is the view of your Officers that as originally submitted the proposals would result in a severe impact upon the safety and convenience of Highway users in the vicinity of the development. The refusal of the proposed scheme would be justified on highways grounds in accordance with the requirements of the National planning Policy Framework.

7.16 In response the applicant has amended the proposals in an attempt to overcome these concerns. The amendments include the revision of the parking and manoeuvring layout and the submission of an amended Transport Statement containing revised calculations and movement forecasts. The comments of the Highway Authority in respect of these amendments are awaited and will be reported at the meeting. It is the view of Officers that the acceptability of this application principally depends on whether the amended parking layout submitted Transport Statement will overcome the concerns of the Highway Authority.

Impact upon visual amenity.

7.17 Policy E12 of the Local Plan requires the design of new development to result in visually attractive buildings which are not visually intrusive and will complement the character and appearance of their surroundings. Section 2 of the National Planning Policy Framework seeks to promote good design.

7.18 The site in question is a prominent corner plot. It is visible from along Scalby Road, a principle approach route to a resort town and from within Hackness Road. The existing building is well screened by the trees to the rear and on the corner of the plot in the Highway. These are under the ownership of the Highway Authority and their removal depends on their consent.

7.19 The surrounding area in this instance is characterised by its varying uses and contains dwelling houses, other retail units, a pub, offices, a library and professional services. These units are accommodated in a wide variety of buildings, varying ages, heights and architectural styles. The vernacular of the area is well mixed with no dominant style, but the character is principally suburban. The buildings to the south of the site which currently relate most closely to the existing site are the neighbouring bank and library. They are of a flat roof design and offer little in the way of architectural merit. The existing building on the site is a flat roofed building with little architectural merit and although appearing structurally sound is not of an architectural standard that would warrant a presumption in favour of retention.

7.20 As submitted the scheme has attracted considerable concern amongst interested parties including the Parish Council and Scalby Village Trust in respect of the proposed design. This was modern in its style and involved simple profile metal roof sections of a shallow pitch and was to be constructed from brickwork with timber cladding. It was felt

the proposed design would not result in a positive contribution to the area and would not improve the visual appearance of the site. It would also result in a poor relationship to existing buildings. These concerns were shared by Officers. In an attempt to overcome the proposed design concerns the applicant has amended the design. Whilst it was noted that the initially proposed scheme was an improvement over the existing building, the redevelopment of this site is an opportunity to improve the visual appearance of the area. A simple improvement over the existing building on the site is not justification for the grant of planning approval. In this instance the Local Planning Authority would seek any redevelopment of this prominent location to be of the highest architectural standard possible.

7.21 The changes to the amended design lie principally within the alterations to its roof and construction materials. The siting of the building remains unaltered. The modern warehouse-like single pitches has been replaced with tile profile sheeting. The design utilises a combination of render, wooden and stone cladding. It is felt that these materials relate more successfully to neighbouring buildings such as the Rosette pub opposite and assist in its integration into the area. By virtue of the construction materials of the building the proposals will relate well to other quality developments within the area and improve the character of the site.

7.22 In terms of its scale and massing the proposals are considerably larger than the existing building within the site. However the site is large and can successfully accommodate the proposals without a sense of overdevelopment. Whilst by virtue of its eaves and ridge heights of 3.6m and 6.3m respectively the proposals will be considerably taller than the adjacent bank and library which are approximately 3.5m in height. 6.3m is also not a significant height for a building of this nature. By virtue of its siting further towards the rear of the site the neighbouring smaller buildings will be more noticeable than the proposal especially when traveling in a northerly direction along Scalby Road. It is also noted that the majority of neighbouring buildings are at least 2 storey in height and that by virtue of its single storey design it will not appear overly prominent or alien within its setting.

7.23 The existing building is sited closer to Scalby Road than the proposed scheme. Although the scheme will site behind the building line of the neighbouring library and bank, by virtue of its siting to the rear of the plot 26m to the west of Scalby Road the proposals will reflect the character of this part of Scalby Road where the existing neighbouring buildings are sited well back from the public highway and will therefore not adversely impact upon the street scene. The applicant has designed the proposals so as to accommodate bin storage internally and screen plant to the rear of the building. Such clutter can adversely impact upon the character of a development and it is felt that it has been dealt with satisfactorily in this instance.

7.24 To the side of the existing building is a relatively large area of open space unusual for a property of this type. Policy E.6 seeks to protect valuable areas of private open space. Whilst this area of private open space does have some amenity value the existing hedge restricts its contribution to the street scene and it is not felt that the loss of this open space will have a significant impact upon visual amenity. The proposed landscaping is considered to result in an acceptable visual appearance and will maintain the character of the site which is currently surrounded by an existing large hedge varying in height up to around 2m. A large aspect of this hedge will be retained.

7.25 The amended design is more in keeping with its surroundings than that originally proposed it is now considered that it will relate more comfortably to its surroundings. In this instance your Officers considers that the amended design is satisfactory and can be successfully accommodated on this site. The design of the proposals therefore accords with Policies E.5, E.6 and E.12 of the Scarborough Borough Local Plan as well as section 7 of the National Planning Policy Framework.

Impact of the proposals upon residential amenity

7.26 Policy H10 of the Local Plan requires account to be taken of the impact of development proposals on residential amenity.

7.27 The proposals will be largely neighboured by commercial operations including the doctors surgery and bank. It is noted that the closest residential neighbour is the flat located above the Rosette Pub opposite. Objections have been submitted in respect of the proposals potential impact on residential amenity through the comings and goings of its patrons and as a result of deliveries. The applicant has indicated that the proposed development will operate between 0700 and 2300 7 days a week. It is felt that these hours are appropriate in this main road frontage location and can be ensured by condition.

7.28 The proposals in this instance will no doubt result in a significant increase in the sites use and associated additional vehicle and pedestrian movements. It is noted that throughout the Borough similar and larger size stores co-existing with residential properties within a similar proximity. Whilst the submitted noise report does not envisage that the noise associated with the customer car park will be significant it is felt that vehicle movements late at night could result in some disturbance to neighbours. It is felt that provided the store operates between the indicated hours then it will not result in an adverse impact upon residential amenity.

7.29 The applicant has submitted a noise report prepared in respect of the plant element of the proposals which is to the satisfaction of the Head of Environmental Health. Consequently this element of the scheme is not considered to adversely impact upon residential properties within the vicinity. Some disturbances may occur where deliveries take place early in the morning outside of the store opening hours. The nearby Proudfoots supermarket has a similar relationship with residential neighbours and is restricted to deliveries after 0730. It is felt that in this instance a condition also restricting deliveries until after 0730 until 20:00 is justified.

7.30 The proposed scheme is considered to result in no adverse impacts to residential neighbours and is therefore considered to accord with the requirements of Policy H.10 of the Scarborough Borough Local Plan.

Impact of the proposals upon trees.

7.31 As part of this proposal the applicant will fell 5 trees within the site and directly adjacent to it within the Highway Verge. A small section of hedge to the front of the store will also be removed and subsequently replaced. It is noted that considerable interest has been shown in the loss of the trees by objectors to the proposals especially

those located to the corner of the site within the public highway adjacent to the Scalby Road - Hackness Road junction.

7.32 The applicant has submitted a tree report confirming that the trees within the site do "make a contribution to the local street scene in terms of amenity." However none of the trees to be removed are of a condition that would justify their retention. In this instance your officers concur with the findings of the report and it is felt that the refusal of the scheme as a result of the loss of the trees both within and outside of the site within the highway could not be justified. The proposed replacement trees are in a location that would result in a considerable visual improvement to the appearance of the area especially if they were to be of an extra heavy standard so as to result in an immediate visual contribution to the area.

7.33 However the 3 replacement trees proposed to replanted are located within the public highway. It is felt that it would be unreasonable to require the planting of the trees within the highway by condition as they would be outside of the control of the applicant. Furthermore the Highway Authority has formally expressed their reluctance to allow the felling of the existing trees within the public Highway. Therefore the felling and replacement of the trees outside of the site cannot be controlled. The matter of the removal and replacement of the trees outside of the site will be dealt with by the Highway Authority.

7.34 Should this be the case the proposals will result in no tree cover within the site. However it is felt that the hedge which is proposed to be retained and replanted will go some way to maintaining the greenery of the locality. Whilst the loss of trees is always regrettable it is felt that the proposals in this instance do not involve the loss of any quality specimens and therefore no conflict with the requirements of Policy E.39 of the Scarborough Borough Local Plan is considered to occur.

Impact of the proposals upon ecology.

7.35 Concerns have been raised by objectors and the Council's Ecologist in respect of protected species that could present on the site. The applicant has submitted an ecological report in response to the concerns raised. The report is to the satisfaction of the Council's ecologist and it is not felt that the proposed scheme would have an adverse impact upon ecology including bats, flora, fauna, newts, birds and amphibians. Should members find the principle of the proposals acceptable it is felt that emergence survey suggested by the Ecologist should be required by condition. The proposals are therefore considered to be in accordance with the requirements of Section 11 of the National Planning Policy Framework.

8.0 CONCLUSION

8.1 In this instance the proposals are considered to be acceptable in terms of principle, visual amenity, residential amenity, ecology and trees. Matters relating to highway safety remain outstanding. Initial comments received from the Highway Authority and other bodies and individuals raised considerable concerns in respect of this issue. The inaccuracy of the applicants transport assessment as originally submitted raised doubts as to the true impact of the proposals. As submitted it was felt that the scheme would result in a considerable adverse impact upon highway safety as

a result of trips generated and congestion, access, the proximity of the proposals to the existing pedestrian crossing adjacent to the site, and the layout of the proposed car park. The amended scheme attempts to overcome these issues. The consultation period for the amended scheme postdates the publication date of this committee report, however assurance has been received from the Highway Authority that formal comments will be submitted to the Local Planning Authority prior to the committee meeting so as to enable a formal recommendation to be made.

POSITIVE AND PROACTIVE STATEMENT.

The proposed development as submitted was not acceptable, so the Local Planning Authority acted positively and proactively by securing the submission of revised plans and additional information in an attempt to address the original concerns.

RECOMMENDATION RECOMMENDATION AT MEETING

David Walker

Background Papers:

Those documents referred to in this report.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS, PLEASE CONTACT MR ROB HARRISON ON 01723 383536 email rob.harrison@scarborough.gov.uk

