

North Yorkshire Council
Community Development Services
Scarborough And Whitby Constituency Committee

11 MAY 2023

22/02501/RG3 - PUBLIC REALM WORKS COMPRISING RELOCATION OF THE STATION TAXI RANK TO REAR AND ASSOCIATED LANDSCAPING. ALTERATIONS TO STATION BUILDING TO FACILITATE PEDESTRIAN ACCESS TO THE REAR. INSTALLATION OF LANDSCAPING, PLANTING, STREET FURNITURE AND PUBLIC ART FEATURES TO FRONT AT CENTRAL RAILWAY STATION, WESTBOROUGH, SCARBOROUGH, NORTH YORKSHIRE, YO11 1TN ON BEHALF OF SCARBOROUGH BOROUGH COUNCIL (NORTH YORKSHIRE COUNCIL AS CONTINUING AUTHORITY)

Report of the Assistant Director Planning – Community Development Services

1.0 Purpose of the report

1.1 To determine a planning application 22/02501/RG3 on land at Central Railway Station, Scarborough.

1.2 In accordance with the North Yorkshire Council Scheme of Delegation, the application has been brought to the meeting of the Committee as the Council is the applicant.

2.0 EXECUTIVE SUMMARY

RECOMMENDATION: That planning permission be **GRANTED** subject to the conditions listed at the end of this report.

2.1 In general terms, this application seeks planning permission for hard and soft landscaping works around Scarborough railway station. Most notably, the station forecourt is proposed to be set over to a pedestrianised plaza and the existing frontage taxi rank, drop-off facility and disabled parking provision are proposed to be re-sited to the rear of the station within the adjoining 'shed' building. An access between the shed and the main station building is proposed to be formed along with an accessible link between.

2.2 In principle, your Officers consider the proposal to be in accordance with policy INF1 of the Local Plan. Other key issues for consideration include:

- Design and impact on the character of the Conservation Area and heritage assets;
- Accessibility, highways and transport;

- Ecology and trees.

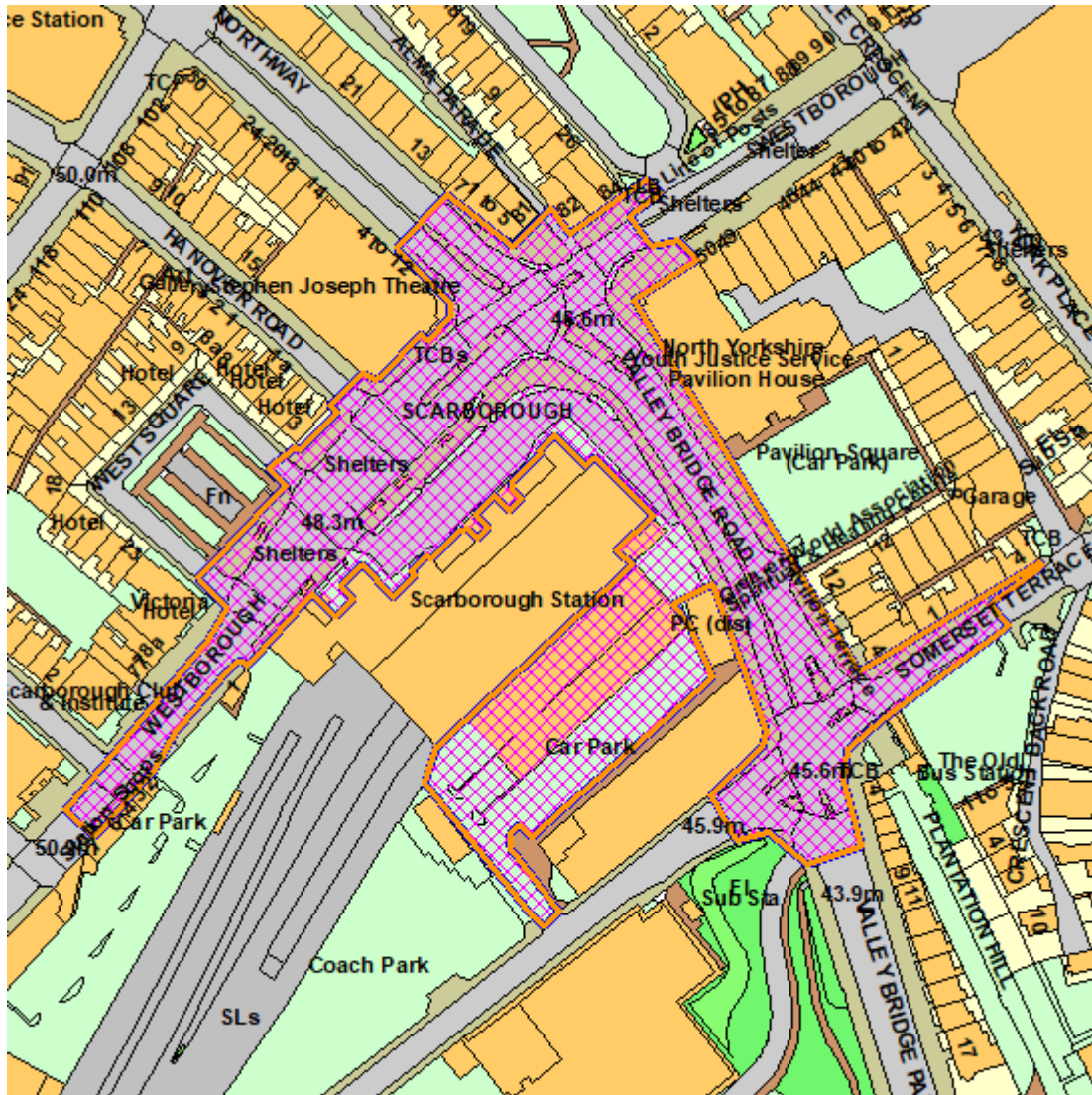
2.3 In these respects there are considered to be significant planning benefits, particularly to the character and appearance of the Conservation Area and the settings of important Listed Buildings. Weighing against the proposals are some impacts on the convenience of bus users.

2.4 On balance your Officers consider the proposals to be acceptable in principle.



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3.0 Preliminary Matters

3.1 Access to the case file on Public Access can be found here

<https://planning.scarborough.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=RMZW35NSH4100>

3.2 Members should be aware of two pieces of legislation which are important to the consideration of this case: 1) Section 278 of the Highways Act; and, 2) particular aspects of the 'Permitted Development Order'.

3.3 Members will be familiar with Permitted Development rights and their use. In considering the applicant's drawings and the recommended conditions it is important to hold in mind that Parts 9 (development relating to roads) and 12 (development by Local Authorities) to Schedule 2 of the Town and Country Planning (General Permitted Development Order) 2015 (As Amended) grant the North Yorkshire Council broad rights to develop the highway and other infrastructure (such as its car parks) without first having to apply for planning permission.

3.4 For example, a Highway Authority can generally alter the highway around a bus stop (create a build-out, layby, raised curb and so forth) and erect a bus shelter and 'stop flag' utilising its permitted development rights. Similarly, a Local Authority could re-arrange its car park, add a payment meter, add bollards and similar using permitted development rights.

3.5 It is also important to hold in mind that whilst the majority of highway works are Permitted Development (and/ or are covered by s278 agreements), and much Local Authority development is also Permitted Development, it is still open to the Committee to add conditions relating to these Permitted Developments. For example, if a proposal involved the deletion of important bus-stops, but an applicant had suggested that they would provide these elsewhere under permitted development rules, then it would be in the gift of the Committee to require that these new 'Permitted Development bus-stops' be provided before the existing facilities were removed by way of a planning condition.

3.6 Members will appreciate that considerably more detail is shown on the submitted application drawings than is listed at points i) to iv) under paragraph 5.1 below.

3.7 Whilst the proposed highway work is not for consideration here, the applicant has been keen to illustrate their plans to change the layout of Valley Bridge Road, the A64, Northway and Westborough on many of the submitted drawings to illustrate how the re-development station surround would function as a package.

4.0 Site and Surroundings

4.1 This application relates to a 1.49 hectare site comprising the Grade II Listed Scarborough Central Railway Station, its forecourt including frontage bus stops,

drop-off facility and disabled parking bays, the two stone and brick-built sheds to the rear (which are part of the Listed Building) and the Council operated car-park within.

4.2 In terms of context, the site lies immediately adjacent to junction between the A64, Valley Bridge Road, Northway and Westborough. Situated on a key node within the town, the site is surrounded by a range of town centre uses including leisure (notably the Stephen Joseph Theatre to the north), commercial and residential units.

4.3 With respect to planning designations and constraints, the major part of the application site is within the Scarborough Town Centre Area and is immediately adjacent to the Primary Shopping Area, as defined by the Scarborough Borough Local Plan. All of the application site is within the Scarborough Conservation Area.

5.0 Description of Proposal

5.1 This application seeks planning permission for the following:

- i) Hard and soft landscaping to the front of the station building comprising raised and ground level planting together with new hard surfacing. The effect of the landscaping would be to pedestrianise the station forecourt; with the exception of service and emergency vehicles, all traffic is to be excluded from the station forecourt;
- ii) Hard and soft landscaping on the east side of the Westborough/ Northway junction;
- iii) Hard landscaping to the east side of the station together with the removal of the existing station plant enclosure, which will 'open up' the east side of the building to pedestrians allowing a route through the station complex from Valley Bridge Road. Pedestrian access ramps and stairs connecting the main station building and the 'shed' immediately to the rear to facilitate pedestrian access between the two (in conjunction with new apertures to be formed in the buildings - see associated application for Listed Building Consent 22/02502/LB)
- iv) Partial removal of the east wall of the shed immediately to the south of the station, with a new opening formed within to allow for use of the building as a taxi-rank, drop-off facility and disabled parking facility.

6.0 Planning Policy and Guidance

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning authorities must determine each planning application in accordance with the planning policies that comprise the Development Plan unless material considerations indicate otherwise.

Adopted Development Plan

6.2 The Adopted Plan for this site is:

- Scarborough Borough Local Plan 2011 to 2032 adopted 2017

Emerging Development Plan - Material Consideration

6.3 There is no emerging development plan which covers the application site.

Guidance - Material Considerations

- National Planning Policy Framework 2021
- National Planning Practice Guidance
- National Design Guide 2021

7.0 Consultation Responses

7.1 The following consultation responses have been received and have been summarised below.

7.2 Highway Authority: In principle there are no problems with the relocation of the bus stops. It would be necessary to add a prohibition of loading restriction on the area of Westborough opposite the area of the proposed replacement bus stops to prevent blockages (when buses are stopped). Note this could be detrimental to some blue badge holders. The relocation of the taxi rank and drop-off facility will improve the traffic situation on Westborough. There will be an increase in traffic on Westwood due to the relocation of the taxi rank and drop-off facility.

7.3 To limit the impact of the new station access on the surrounding road network a 'prohibition of entry' should be imposed immediately to the west of the Tesco access onto Westwood. This would ensure all vehicles exiting from the rear of the train station will have to use the signalised junction (between Westwood, Valley Road and Somerset Terrace). The introduction of this, together with the 'no loading' restriction opposite the relocated bus-stops on Westborough is a matter for the Highway Authority but will be at the applicant's cost.

7.4 A condition should be imposed requiring a construction management plan and an informative should be added to any planning permission advising that the 'restriction of entry' and 'no loading' restrictions required by the Highway Authority are subject to a process outside of the planning regime administered by the Highway Authority.

7.5 North Yorkshire Police Designing Out Crime Officer: I had the opportunity to comment on this scheme before the application was submitted. No objections.

7.6 Lead Local Flood Authority: Has not made any comment.

7.7 Parks and Countryside Services (SCA): Has not made any formal comment.

7.8 Licensing (Taxi) (SCA): Has not made any comment.

7.9 Local Bus Operators: Have not made any comment.

Local Representations

7.10 5 local representations have been received of which 4 are objecting and 1 makes a neutral observation. A summary of the comments is provided below, however, please see the Council's website for full comments.

7.11 Objections:

- The proposed new road layout appears to show little regard to the movement of HGVs delivering to the town centre;
- This development will make existing anti-social behaviour problems in the locality worse;
- Unnecessary works to the structure of the station buildings must be avoided given its heritage value;
- I am surprised at the reduction in facilities for bus passengers outside the station;
- New bus shelters in the position indicated on the plans will impede pedestrians including those with disabilities;
- The transfer of passengers from trains to busses should be fundamentally integrated in the plans;
- Moving the bus stops 100 metres down Westborough could be a problem for some bus users.

7.12 Neutral:

- The applicant refers to Westborough Road when the road to the rear of the station is in fact Westwood.

8.0 Environmental Impact Assessment

8.1 An Environmental Statement is not required.

9.0 Main Issues

9.1 The main issues are:

- Principle of development
- Design and impact on the character of the Conservation Area and heritage assets;
- Accessibility, highways and transport;
- Ecology and trees.

10.0 Assessment

Principle of Development

10.1 In general terms, policy INF1 of the Local Plan is supportive of proposals to improve accessibility which support economic, tourism and sustainable regeneration objectives.

10.2 As a proposal aimed at improving pedestrian accessibility and sustainable transport options around the station together with stimulating regeneration of a key

node within the town, subject to the proposal being found to be in compliance with the other policies of the development plan, your Officers consider the scheme to be acceptable in principle.

Design and impact on the character of the Conservation Area and heritage assets

10.3 Policy DEC1 of the Scarborough Borough Local Plan requires that new development is of a high standard of design. Policy DEC5 of the Local Plan states that development which affects the Conservation Area should preserve or enhance its character. It goes on to require that the settings of Listed Buildings are preserved. These requirements build on the statutory requirements laid out at sections 72(1) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the 'Act'), where the decision maker's duty to have regard to the desirability of preserving the character and appearance of the Conservation Area and settings of Listed Buildings are laid out.

10.4 The scheme is complex from a design perspective so each of the main groups of changes referenced at paragraph 5.1 is addressed in turn:

i) & ii) Hard and soft landscaping to the front of the station building and the Westborough/ Northway Junction

10.5 An expanse of tarmac dominates the current immediate station frontage. It has a somewhat scruffy appearance owing to potholes and many previous repairs. Further, the area of the forecourt has a confused appearance due to the plethora of road markings setting out disabled parking bays, the taxi rank and the drop-off facility, which are awkwardly arranged from a visual perspective.

10.6 Beyond the tarmac (to the north) are raised planters, three mature trees and bus stops, which have a functional appearance. These elements are not unattractive in their own right, but nevertheless Officers would contend that it is the frequently congested tarmac dominated forecourt that defines the setting of the impressive and historically significant Grade II Listed station building and this particular arm of the Conservation Area.

10.7 The scheme put forward here proposes to set the station forecourt area over to a pedestrianised plaza comprised of stone and reconstituted stone pavements arranged in broad 'wave patterns' set with artwork, large planting beds including 5 trees (a net gain of 2), artificial stone 'feature seats', general seating benches, lighting and a 'water garden' (a bed of water-loving plants with both decorative and functional drainage roles) defining the plaza's northern boundary with the highway.

10.8 Although separate from the plaza, the hard landscaping theme would continue to the Westborough/ Valley Bridge Road and Westborough/ Northway corners as a 'visual extension' to the station's proposed new forecourt. Two additional trees are proposed to be planted in this area.

10.9 It is the view of your Officers that the re-purposing of the station's existing cluttered and congested forecourt as proposed, with a visually consistent and attractive hard and soft landscaping theme including significant greenery, would give

the area an open and spacious character akin to an urban park which would enhance the setting of the Grade II Listed station and the appearance of this arm of the Conservation Area. Extending the theme beyond the station forecourt to the Westborough junction as proposed would amplify the effect, giving the whole area a consolidated appearance.

iii) Hard and soft landscaping to the (east) side of the station

10.10 With its striking railway architecture and robust stone boundary wall topped with well-preserved ornate cast iron railings (subject to a separate Grade II Listing), the eastern side of the station building is a defining feature of the Conservation Area.

10.11 Whilst the space between the station building and the boundary wall is open for public use, it currently forms a 'dead end' to pedestrians and in practice is little used, other than for vehicle parking. This is regrettable, given the architectural quality of the space.

10.12 The proposal here is to set the space between the eastern elevation of the station and the boundary wall over to pedestrians and to form an open walkable link between Valley Bridge Road and the new station plaza. In place of the existing plant enclosure (on the eastern side of the station building) an open space is proposed to be formed which would include stairs and a disabled access ramp to the newly formed facilities in the historic station shed. These facilities would also be accessible from the main station building itself by a new opening in the rear of this station building. In effect, a small new 'public' square would be formed to the rear of the station building.

10.13 If the submitted drawings are considered whilst stood in this area of the site, it is possible to envisage how the new space would appear. Subject to careful, crisp detailing, in your Officer's view it has the potential to form an impressive space in and of its own right; it would be bounded by the vast Listed station shed to the west, the imposing Listed station building to the north and by the distinctive original cast iron railings and wall to the east.

10.14 In the view of your Officers, improving the hard landscaping to the east of the station building, removing visual clutter (including the low quality plant enclosure) and opening up rear of station to provide access to new services at the rear from within will improve the appearance of the Listed station building in a visual sense and will also increase activity in what is currently a 'dead' space. It is your Officers view that both of these aspects, visual improvement and enhanced activity, will enhance the character of the Conservation Area and the setting of the Listed station.

iv) Partial removal of the east wall of the shed immediately to the south of the station, with a new opening formed within to allow for use of the building as a taxi-rank, drop-off facility and disabled parking facility.

10.15 With its distinctive louvered roof, cast iron roof supports, tall vaults and its cavernous internal dimensions, the shed to the rear of the station (which has Grade II Listed status as part of the station) is an interesting piece of railway architecture in an of its own right. The building is believed to be part of the original goods station

and formally used to cover the long since removed platforms 6 and 7. It is currently set over to car parking but is underutilised. As a result it is frequently vandalised and is occasionally a focus for antisocial behaviour.

10.16 Currently, a 2.85m high masonry wall forms the lower part of the east elevation of the shed building. Part of the proposal is to lower this wall to 1.85m and to add an aperture to its centre to form an access between the new 'rear square' mentioned above and the shed. This will facilitate links between the shed through to the station building itself and the new plaza to the front via the pedestrian route to the east side of the station.

10.17 The changes to the masonry wall will create a visual and physical (pedestrian) link between the new uses within the shed and will enable the enhancements to the setting of the Listed Buildings and the Conservation Area set out at point iii) above to be realised.

10.18 Moreover, putting the currently underutilised shed building to an operational public use will ensure regular maintenance and thus its long term conservation. Its public use together with the removal of the existing plant facilities (which screen the building from important views) will also allow people to enjoy an important, attractive and interesting historic building which is currently sat concealed and largely unused to the rear of the station.

Accessibility, highways and transport

10.19 Currently, the station forecourt has a confused appearance due to the plethora of road markings setting out disabled parking bays, the taxi rank and the drop-off facility, which are awkwardly arranged from both visual and practical perspectives. The area is not an easy one to navigate for those unfamiliar with it, particularly for pedestrians.

10.20 In your Officers' view, setting the forecourt over to a pedestrianised area will improve the station environment particularly for pedestrians and the properly planned taxi rank, drop-off and disabled parking arrangements within the building to the rear of the station represents a major enhancement for all users; no longer would turning taxis conflict with those making station drop-offs or those trying to manoeuvre in or out of (poorly conceived) taxi parking arrangements.

10.21 In terms of bus-stop provision, there are 10 bus stops in the near vicinity of the station and 4 of these stops are immediately to the front of station (stops R, S, T and U as referenced in the submitted Transport Statement). These 4 stops serve a significant number of local bus services and section 3.6 with Appendix 4 of the submitted Transport Statement sets out precisely which services use which of the 4 stops. These 4 stops are proposed to be removed as part of the development and whilst precise details of the new arrangements have not been supplied indicative details show them relocated around 100 metres to the west of their current position along Westborough.

10.22 There is no doubt in your Officers' minds that relocating these well-used bus stops will be less convenient for bus passengers and there is clearly less pavement

space for stops on Westborough around 100 metres to the west of the station, which may mean shelter space will have to be less generous.

10.23 However, the Highway Authority indicates in its response that the stops can be relocated safely, bus services will remain unchanged and the moved stops would be less than a 1 minute walk from their current location.

10.24 With these factors in mind, in the balance your Officers consider that the transport benefits to the scheme as identified outweigh the negative impacts of the relocation of the 4 bus-stops.

10.25 Your Officers recommend that a condition is imposed requiring precise details or the permanent replacement bus-stop arrangements as well as any temporary arrangements as may be necessary (with details of these supplied before the 4 existing stops are removed).

Ecology and trees

10.26 The work to the station forecourt will result in the removal of 3 healthy trees (1 x Sycamore and 2 x Cherry) but will result in the planting of 5 replacements, the precise details of which are yet to be specified. Further, 2 additional trees will be planted either side of the Westborough junction. As such, Officers consider that the development will lead to enhanced tree cover overall.

10.27 Officers recommend that conditions are imposed requiring a planting scheme in accordance with the broad principles set out within the Landscape Design and Access Statement, which proposes a spectrum of species within the significant number of planting beds to enhance the biodiversity of the locality. Of particular interest is the planned 'water garden' which will form the major planted feature at the station plaza's northern edge (adjacent to the road). It will feature water-loving plants, form an attractive centrepiece of biodiversity value and simultaneously will serve as a functional element of the planned drainage scheme, in line with sustainability principle.

Additional considerations

10.28 Policy DEC4 of the Local Plan requires that new development affords a good level of amenity to new residents, and it precludes development that would harm the amenity of neighbouring property.

10.29 In this regard, Officers do not consider that the amenity of other town centre users, including that of businesses and residences, will be unacceptably harmed as a result of the proposal; a standard of amenity will remain which is consistent with what can reasonably be expected from a core town centre location which includes retail and night-time uses, amongst others.

10.30 The Highway Authority has stated that access to vehicular traffic to the west of the Tesco junction on Westwood should be prohibited and that 'no loading' restrictions are placed on the highway opposite the planned new bus stops on Westborough. It is within the gift of the Highway Authority to make changes to the

relevant Orders related to the stretches of highway in question subject to a formal process, in which third parties will have the opportunity to comment.

10.31 No comment has been received from the Lead Local Flood Authority with respect to drainage. However, the proposal does not increase the amount of hard surfacing in the area (it largely substitutes existing hard surfacing for new) and as such the amount of run-off will not increase nor will the risk of flooding on the site or elsewhere.

11.0 Planning Balance and Conclusion

11.1 In principle, your Officers consider the proposal to be in accordance with policy INF1 of the Local Plan. Other key issues for consideration include:

- Design and impact on the character of the Conservation Area and heritage assets;
- Accessibility, highways and transport;
- Ecology and trees.

11.2 In these respects there are considered to be significant planning benefits, particularly to the character and appearance of the Conservation Area and the settings of important Listed Buildings. Weighing against the proposals are some limited impacts on the convenience of bus users.

11.3 On balance your Officers consider the proposals to be acceptable.

12.0 RECOMMENDATION

12.1 That Permission be GRANTED subject to conditions listed below

1 Approved plans

Except where may be modified by the conditions of this consent, the development shall be implemented in accordance with the following plans and drawings:

5630- OOB- ZZ- 00- DR- L- 0001 REV P04 , SITE PLAN, 21 Feb 23;

226131-BGP-01-XX-DR-C-90.4-01910 REV P01 , Proposed Extent of Works , 15 Feb 23;

226131-BGP-01-XX-DR-C-90.4-01917 REV P03, Proposed Alternative Accessible Parking, 15 Feb 2023;

226131-BGP-01-ZZ-DR-S-21-01600 REV P03, ELEVATION ON PROPOSED NEW DOOR OPENING, 15 Feb 2023;

226131-BGP-01-ZZ-DR-S-21-01601 REV P01, ELEVATION ON PROPOSED TAXI RANK ENTRANCE, 15 Feb 2023;

5630- OOB- ZZ- ZZ- DR- L- 0045 REV P01, Proposed Site Section A-A, 15 Feb 2023;

5630- OOB- ZZ- ZZ- DR- L- 0046 REV P01 , Proposed Site Section B-B , 15 Feb 2023;

5630- OOB- ZZ- ZZ- DR- L- 0047 REV P01 , Proposed Site Section C-C , 15 Feb 2023;

5630- OOB- ZZ- ZZ- DR- L- 0048 REV P01, Proposed Site Section D-D & E-E, 15 Feb 2023;

5630- OOB- ZZ- ZZ- DR- L- 0049 REV P01, Proposed Site Section F-F, 15 Feb 2023;

5630- OOB- ZZ- 00- DR- L- 0010 REV P4 , Trees to be removed and retained, 21 Feb 2023;

5630- OOB- ZZ- 00- DR- L- 0020 REV P04, CIRCULATION STRATEGY, 21 Feb 2023;

5630- OOB- ZZ- 00- DR- L- 0030 REV P04, PLANTING STRATEGY, 21 Feb 2023;

Reason: To avoid doubt.

2 Permanent replacement bus stop facilities (discharge required)

Prior to the removal of any part of the existing bus-stop facilities to the front (north) of the station (stops R, S, T and U as referenced in the submitted Transport Statement), a detailed plan for their permanent relocation shall be submitted to and approved in writing by the Local Planning Authority. The detailed plan shall include:

- Precise location details of the proposed bus stops, with details of which bus services are intended to be serviced by which stop;
- Details of the design of the proposed bus-stop flags;
- Details of litter bin locations, litter bin specifications and a plan for their regularly emptying;
- Precise specifications of proposed bus shelters;
- Precise specifications of any highway works to facilitate accessibility and use of the stop, including the provision of bus-stop clearways and raised kerbs.

The detailed plan for the permanent relocation of bus stops R, S, T and U shall be implemented in full within 24 months of the removal of the existing bus-stops.

Reason: To ensure permanent replacement bus-stop facilities are properly designed for in accordance with policy DEC1 of the Local Plan.

3 Temporary bus stop facilities (discharge required)

Prior to the removal of any part of the existing bus-stop facilities to the front (north) of the station (stops R, S, T and U as referenced in the submitted Transport Statement), if temporary relocation is to be required prior to the

implementation of the permanent replacement bus-stop plan (approved under condition 2), a detailed plan for their temporary relocation shall be submitted to and approved in writing by the Local Planning Authority. The detailed plan shall include:

- Precise location details of the proposed temporary bus stops, with details of which bus services are intended to be serviced by which stop;
- Details of the design of the proposed temporary bus-stop flags;
- Details of litter bin locations, litter bin specifications and a plan for their regularly emptying;
- Precise specifications of temporary bus shelters, if proposed;
- Details of any required modifications to the highway to facilitate accessibility.

The temporary bus-stop arrangements shall be provided in accordance with the approved detailed plan.

Reason: To ensure temporary bus-stop facilities are properly designed for in accordance with policy DEC1 of the Local Plan.

4 Phasing of key transport service provision (discharge required)

None of the following existing services a) to c) currently located to the front of the station building shall be taken out of use until a phasing plan for the delivery of the respective new facilities as specified on approved plan 226131-BGP-01-XX-DR-C-90.4-01971 REV P03 (proposed alternative accessible parking, 15 Feb 2023) has been submitted to and approved in writing by the Local Planning Authority:

- a) Taxi rank;
- b) Disabled parking bays;
- c) Drop-off facility.

For each of the services a) to c) the phasing plan shall include details of:

1. Dates of the 4 week window within which the existing service shall be taken out of use;
2. Dates of the 4 week window within which the new service shall be available for use;
3. Details of temporary provision should the permanent provision as specified on the aforementioned approved plan not be provided before the removal of the existing service.

All of the new permanent services a) to c) shall be complete and operational, including the provision of all of the road markings shown on the approved drawings, within 24 months of the commencement of development.

Reason: To ensure services a) to c) are properly designed for in accordance with policy DEC1 of the Local Plan.

5 Tree protection

Those trees shown to be preserved on the approved drawings shall be preserved and shall be protected during construction in accordance with the methodology set out at section 6 of the submitted arboricultural report (ref: ARB/AE/3011, date: December 2022). Both retained and new trees shall be maintained post construction in accordance with the method set out at section 7 of the aforementioned report.

Reason: To ensure new and existing trees are appropriately managed to secure their long time survival in order to protect the amenity and biodiversity of the area. Policies DEC1 and ENV5 of the Local Plan.

6 Lighting strategy (discharge required)

Notwithstanding the submitted details, no floodlighting or other form of external lighting except for highway lighting (i.e. highway street lamps illuminating the public highway) shall be installed except in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting which is so installed shall not thereafter be altered.

Reason: To ensure the character of the Conservation Area is preserved in accordance with policy DEC5 of the Local Plan.

7 Detailed landscape plan (discharge required)

Prior to the planting of any trees, shrubs or other plants, and no later than 4 months post commencement of development, a detailed planting scheme shall be submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be based on the details presented in the 'Landscape Design and Access Statement' (received 15 February 2023), the 'Arboricultural Survey/ Arboricultural Impact Assessment/ Tree Protection Plan' (received 15 February 2023) and plan ref: 5630- OOB- ZZ- 00- DR- L- 0030 REV P04 ('planting strategy' received 15 February 2023), which set out the framework strategy for planting. The detailed planting scheme shall include a schedule of plants, noting species, plant sizes and proposed numbers/ densities together with an implementation programme.

The detailed planting scheme shall be implemented as approved in full within 12 months of the first use of the development. In the event of any of the trees, shrubs or other plants so planted dying or being seriously damaged or destroyed within 5 years of the completion of the development, a new tree, shrub or other plant of equivalent number and species shall be planted as a replacement.

Reason: As precise details have not been supplied. To ensure the 'greening' benefits of the proposal are realised to ensure the character of the area is improved in accordance with policies DEC1 and DEC5 of the Local Plan.

8 Landscape and public open space maintenance (discharge required)

A landscape and public realm management plan, including management responsibilities and maintenance schedules for all landscaped areas and areas of public realm (except for the public highway), shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of development. The approved landscape and public realm management plan shall be implemented upon first use of the development and shall continue in perpetuity.

Reason: To ensure the character of the Conservation Area is protected in the long-term in accordance with policy DEC5 of the Local Plan.

9 Materials of construction (discharge required)

Notwithstanding any indication contained in the application, a detailed schedule of all top-layer hard surface materials (except for areas in the public highway) shall be submitted to and approved in writing by the Local Planning Authority before any top-layer hard surfacing takes place. All surfaces shall be finished in accordance with the approved details within 12 months of the first use of the development. Future maintenance shall be carried out in materials as approved in the schedule.

Reason As precise details have not been supplied, to ensure the character of the Conservation Area is preserved in accordance with policy DEC5 of the Local Plan.

10 Public art (ground mounted) (discharge required)

Prior to installation, precise details of any public art installations to be incorporated into the surface treatments for the hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. Any public art installations to be incorporated into the surface treatments for the hard surface areas shall be provided in accordance with the approved details.

Reason: As precise details have not been supplied, to ensure the character of the Conservation Area is preserved in accordance with policy DEC5 of the Local Plan.

11 Street furniture - typical planting bed, seats, bollards, litter bins, lighting columns (discharge required)

Prior to their installation, typical details of the following items of street furniture to be incorporated into the design, including a material specification and an assembly drawing at no less than 1:20 scale, shall be submitted to and approved in writing by the Local Planning Authority:

- a) Bollards to be used to exclude traffic from pedestrianised areas;
- b) Raised planting beds, with cross-section;

- c) All seating types;
- d) Lighting columns;
- e) Litter bins.

The above mentioned street furniture shall be installed in accordance with the approved details.

Reason: As cumulatively this items will have a significant impact on the character of the area. To ensure the character of the Conservation Area is preserved in accordance with policy DEC5 of the Local Plan.

12 Construction environmental method statement (discharge required)

Development shall not continue beyond that which is approved for the shed to the rear of the station until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. Construction of the development must be undertaken in accordance with the approved CMP.

The Plan must include the following

1. details of any temporary construction access to the site including measures for removal following completion of construction works;
2. wheel and chassis underside washing facilities on site to ensure that mud and debris is not spread onto the adjacent public highway;
3. the parking of contractors' site operatives and visitor's vehicles;
4. areas for storage of plant and materials used in constructing the development clear of the highway;
5. measures to manage the delivery of and removal of materials and plant to and from the site, including timing of deliveries, the timing of removals and the timing and location of loading and unloading activities;
6. details of the routes to be used by HGV construction traffic and highway condition surveys on these routes;
7. protection of carriageway and footway users at all times during demolition and construction;
8. protection of contractors working adjacent to the highway;
9. details of site working hours;
10. erection and maintenance of hoardings including decorative displays, security fencing and scaffolding on/over the footway & carriageway and facilities for public viewing where appropriate;
11. means of minimising dust emissions arising from construction activities on the site, including details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;
12. measures to control and monitor construction noise;
13. an undertaking that there must be no burning of materials on site at any time during construction;
14. details of external lighting equipment;
15. a detailed method statement and programme for the building works;

16. contact details for the responsible person (site manager/office) who can be contacted by the Local Planning Authority on the matter of compliance with this CMP.

Reason: This site is a key transport node within the town and is a particular busy mixed-use environment. Without reasonable restriction, there is the potential for construction activities to cause significant harm to amenity, public safety and highway safety. Policies DEC1, DEC4 and ENV3 of the Scarborough Borough Local Plan.

Target Determination Date: 21 April 2023

Case Officer: Mr Daniel Metcalfe
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