

Agenda Item A20	Committee Date Monday 15 th March 2010	Application Number 10/00118/DPA
Application Site Lancaster Railway Sports and Social Club Morecambe Road Lancaster LA1 2RX	Proposal Cycle route improvements to Greyhound Bridge A6 northbound slip road including conversion of footways to shared use, improvements to road crossing, kerb re-alignments, alterations to vehicular access, associated signage and road markings	
Name of Applicant Lancaster City Council	Name of Agent Mr Gary Bowker	
Decision Target Date 1 April 2010	Reason For Delay None	
Case Officer	Mr Karl Glover	
Departure	No	
Summary of Recommendation	Grant Planning Permission	

1.0 The Site and its Surroundings

- 1.1 The area subject to this application is located off the A6 northbound slip road from Greyhound Bridge, adjacent to its junction with Morecambe Road and north of Lancaster Railway Sports and Social Club. Beyond the site to the north of Morecambe Road is Ryelands Park; to the east is Our Lady's Catholic High School and directly to the west is a two storey office building known as Riverway House.
- 1.2 The area in which the works are to be implemented also includes a triangular grassed traffic island with a number of small trees/vegetation on and on the southern side of the slip road is an oval shaped island with similar features.
- 1.3 The Council's Strategic Flood Risk Area identifies the site as lying within Flood Zone 2.
- 1.4 The site is designated as a Primary Bus Corridor on the Local Plan Proposals Map.

2.0 The Proposal

- 2.1 The proposed improvements to the junction include:
- Reducing the road width on the A6 slip road on the approach to Morecambe Road from Greyhound Bridge;
 - Improving sight lines for pedestrians, cyclists and motorists;
 - Modifying road markings;
 - Relocating/modifying signs and posts;
 - Relocating the 30mph speed restriction.
- 2.2 The proposal also includes the relocation of the existing exit from the service road to the sports and social club, approximately 5 metres south of its existing position.

3.0 Site History

3.1 There is no site history relevant to this application.

4.0 Consultation Responses

4.1 The following responses have been received from statutory and internal consultees:

Statutory Consultee	Response
Lancashire County Highways	No objections to the proposal however the highway works might vary in detail from those included in the application, subject to the completion of the highways road safety audit procedures.
Tree Protection Officer	No comments received at the time of compiling this report, details of which will be presented verbally to Members.

5.0 Neighbour Representations

5.1 No correspondence has been received at the time of compiling this report. Any comments subsequently received will be reported verbally.

6.0 Principal Development Plan Policies

6.1 National Planning Policy Guidance (PPG) 13 – Seeks to maximise opportunities for means of transport other than car and encourage development at public transport nodes.

6.3 Lancaster District Core Strategy – adopted July 2008

Policy **SC1** (Sustainable Development) – ensures new development proposals are as sustainable as possible, minimise greenhouse gas emissions and are adaptable to the likely effects of climate change.

Policy **SC5** (Design Quality) – ensuring new development is of a quality which reflects and enhances the positive characteristics of its surroundings, and improves appearance where conditions are unsatisfactory

Policy **SC7** (Development and Flood Risk) – ensures that development proposals and allocations will be assessed in line with PPS25 (Development and Flood Risk)

Policy **E2** (Transportation Measures) – states that the Council will minimise the need to travel by car by focusing development on town centres and locations which offer a choice of modes of transport.

Lancaster District Local Plan Policies

Policy **T5** – Seeks acceptable development on the primary bus corridor which would not effect the efficient operation of buses.

7.0 Comment and Analysis

7.1 In policy terms the site is located as a Primary Bus Corridor as defined by Policy T5 in the Lancaster District Local Plan. This seeks to prevent development which would adversely effect the efficient operation of buses or the introduction of priority measures within this corridor. In this instance the application site is clearly located within a very busy section of the highway but the minor alterations/improvements are not seen to have any implications to the day to day operation of buses.

7.2 The proposed works are all part of the wider scheme to improve the cycle network throughout the Lancaster District; alterations to the access to Our Lady's Catholic College have taken place from the east with the creation of a shared use path along the south side of Morecambe Road from the signal controlled crossing at Owen Road.

- 7.3 The alterations - which include new paving, re-positioning of highway safety/warning signs, proposed cycle path and crossing improvements are all seen to be an improvement to the existing layout which is currently not cycle friendly.
- 7.4 The design of the layout and the use of relevant materials have been carried out in accordance with local and national guidance aimed at providing suitable and usable road layouts, all of which are seen to be satisfactory by Lancashire County Highway Authority.
- 7.5 The scheme will require alterations and landscaping to the two existing traffic islands. This includes the trimming and pruning of four mature trees (none of which are subject to Tree Protection Orders) which will improve sightlines. This work is currently being assessed by the Tree Protection Officer who is to advise accordingly, this will be verbally reported to Members verbally at committee.

8.0 Conclusions

- 8.1 The proposed highway improvements are seen to be a substantial improvement to this section of highway and will result in a much safer easier and more efficient route for cyclists. Therefore subject to the Tree Protection Officer's comments the scheme can be supported.

Recommendation

That Planning Permission **BE GRANTED** subject to the following conditions:

1. Standard time limit
2. Development to accord to plans
3. Amended plans dated 16th February 2010
4. As may be requested by the Tree Protection Officer

Human Rights Act

This recommendation has been reached after consideration of the provisions of The Human Rights Act. Unless otherwise stated in this report, the issues arising do not appear to be of such magnitude to override the responsibility of the City Council to regulate land use for the benefit of the community as a whole, in accordance with national law.

Background Papers

None