

Agenda Item	A15
Application Number	20/00704/FUL
Proposal	Erection of a bus shelter
Application site	Bus Stop at Hard Knott Rise, Back Lane, Carnforth, Lancashire
Applicant	Councillor Paul Gardner
Agent	N/A
Case Officer	Mrs Petra Williams
Departure	No
Summary of Recommendation	Approval

(i) **Procedural Matters**

This form of development would normally be dealt with under the Scheme of Delegation. However, Lancaster City Council is the landowner, and as such the application must be determined by the Planning Regulatory Committee.

1.0 Application Site and Setting

- 1.1 The site which forms the subject of this application is a small area of grass verge at Hard Knott Rise adjacent to an existing bus stop on the public footpath along Back Lane on the eastern edge of Carnforth. The grass verge is located to the front of residential properties along Hard Knott Rise. A separate access path separates the grass verge from the front boundaries of the dwellings.
- 1.2 Numbers 1-4 Hard Knott Rise front Back Lane and are bungalow style properties largely occupied by elderly residents. The nearest dwelling is set back from the application site by approximately 10 metres. These properties are within the Gummers Howe Walk/Highfield Road, Hard Knott Rise sheltered housing scheme provided by Lancaster City Council.
- 1.3 The bus stop serves the no.13 route between Warton and Kirkby Lonsdale which passes through Carnforth town centre. The site is within a Pipeline Consultation Zone Slyne/Whasset Distribution (outer zone) and within a Flood Zone 2 area. The M6 motorway runs parallel to Back Lane approximately 100 meters to the east.

2.0 Proposal

- 2.1 The application has been submitted on behalf of Carnforth Town Council and proposes the installation of a bus shelter on the grass verge adjacent to the existing bus stop, which is on the public footpath.
- 2.2 The shelter will be 2.3 metres high with a footprint of 2.5 metres by 1.3 metres with an integrated seating perch. The shelter will comprise a steel profile frame and anti-vandal mesh glazing and will be sited on a concrete plinth.

3.0 Site History

3.1 There is no planning history associated with this site.

4.0 Consultation Responses

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

Consultee	Response
County Highways	No objections
Property Services	No objections
Cadent Gas	No objections - it does not appear the proposed works will directly affect the above pipeline. Comments to be provided as advice to the applicant.
British Pipeline Agency	Neither supports nor objects to the proposal - not aware that any of BPA Pipelines apparatus falls within the vicinity of the site.
Electricity Northwest	Neither supports nor objects to the proposal – comments to be provided as advice to the applicant.
Parish Council	No comments received

4.2 No public comments have been received.

5.0 Analysis

5.1 The key considerations in the assessment of this application are:

1. Principle of Development and Background to Submission
2. Design and Streetscene Impacts
3. Highway Matters
4. Residential Amenity
5. Flood Risk

5.2 **Consideration 1 – Principle of Development and Background to Submission** NPPF Section 2: Achieving sustainable development

5.2.1 The submission has come forward from Carnforth Town Council who have been asked by residents of Hard Knott Rise about the possibility of the provision of a bus shelter at the bus stop in question. The stop is used by the elderly group of people living on Hard Knott Rise and Gummers Howe Walk. The residents made the request for a shelter to offer some protection during inclement weather conditions.

5.2.2 The proposal is thought to be reasonable and will play some part in encouraging the use of public transport. It is therefore considered that the scheme is acceptable in principle.

5.3 **Consideration 2 - Design and Streetscene Impacts** NPPF Section 12: Achieving well-designed places; Development Management (DM) DPD policies DM26: Public Realm and Civic Space and DM29: Key Design Principles

5.3.1 The proposed shelter will be sited on a shallow concrete plinth and comprise a simple cantilever design which is an anti-vandal bus shelter that requires limited maintenance. Any necessary upkeep of the shelter will be undertaken by Carnforth Town Council who already maintain four other shelters within Carnforth. The applicant has advised that the framework of the shelter will have a dark blue paint finish. This is comparable to similar bus shelters in the town and it is considered that the design and appearance of the bus shelter will have no adverse impacts on the streetscene.

5.4 **Consideration 3 - Highways Matters** NPPF Section 9: Promoting Sustainable Transport and Section 12: Achieving well-designed places; Development Management (DM) DPD policy DM60: Enhancing Accessibility and Transport Linkages

5.4.1 The highway along Hard Knott Rise is utilised by significant numbers of Heavy Goods Vehicles (HGVs) traveling to and from the Back Lane quarry to access the M6 at Junction 35. The Highway Authority is satisfied that the shelter will be set sufficiently back from the kerb line (approximately 2.6 meters) in order to prevent the risk of strike from passing HGVs. The Highway Authority has also advised that as part of the off-site highway works associated with a nearby scheme (19/01141/VCN for a car showroom on Leapers Wood Road, Carnforth), this bus stop will be upgraded with accessibility compliant raised kerbing.

5.5 **Consideration 4 - Residential Amenity** NPPF Section 8: Promoting healthy and safe communities and Section 12: Achieving well-designed places; Development Management (DM) DPD policy DM29: Key Design Principles

5.5.1 The bus stop is situated within the highway pavement approximately 13.5 metres away from the nearest dwelling on Hard Knott Rise. The shelter will be sited close to the bus stop towards the northern end of the grass verge and will be offset from the nearest residential property which is located some 11 metres away to the west. It is considered that due to the scale and lightweight appearance of the structure, the proposal will have no adverse impacts on nearby residential amenity by way of overbearing impacts.

5.6 **Consideration 5 - Flood Risk** NPPF Section 14: Meeting the challenge of climate change, flooding and coastal change; Development Management (DM) DPD policy DM33: Development and Flood Risk

5.6.1 Given the location of the site within an area identified as Flood Zone 2, a Flood Risk Assessment was provided with the application. The site for the shelter will have an impermeable base but as the site is within the permeable grass verge this will act as a soakaway. It is considered that due to the relatively small footprint of the development and profile of the shelter the proposal is unlikely to cause significant retention of water or impede the flow of any flood water.

6.0 Conclusion and Planning Balance

6.1 The scheme has come forward from Carnforth Town Council in a bid to address the needs of residents in the vicinity of the site. It is concluded that the proposal is acceptable in terms of design and appearance. The scheme is considered to accord with the provisions of the Development Plan is therefore recommended for approval.

Recommendation

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

Condition no.	Description	Type
1	Standard 3-year timescale	Control
2	Development to be carried out in accordance to approved plans	Control
3	Shelter to be finished and maintained in RAL Colour Code - 5002 Marine Blue	Control

Article 35, Town and Country Planning (Development Management Procedure) (England) Order 2015

accordance with the above legislation, Lancaster City Council has made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the applicant to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been made having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the officer report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None