

Delegated Report		Analysis sheet		Expiry Date:		09/04/2010	
		N/A		Consultation Expiry Date:		N/A	
Officer				Application Number			
John Sheehy				2010/1322/P			
Application Address				Drawing Numbers			
Footway on Howland Street adjacent to Telephone Exchange, 60 Cleveland Street London W1				Refer to draft decision			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal							
Non material amendment to docking point and terminal design, layout, materials and finishes to the cycle hire docking stations in association with planning permission granted on 13 July 2009 (2009/2176/P) 'installation on footway of 2 cycle hire docking stations including a registration/payment terminal and maximum of 36 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme'.							
Recommendation:		Grant non material amendment					
Application Type:		Non Material Amendments					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:	No. notified	0	No. of responses	0	No. of objections	0	
			No. electronic	0			
Summary of consultation responses:		N/a					
CAAC/Local groups comments:		N/a					

Site Description
<p>An area of the pedestrian footway on the northern side of Howland Street, east of its junction with Cleveland Street.</p> <p>The northern side of Howland Street, adjacent to the application site, is occupied by the Telephone Exchange which is attached to the rear of the Grade II Listed BT Tower.</p> <p>The southern side of this stretch of Howland Street is occupied by University College London.</p> <p>The site is not located within a Conservation Area. Apart from the BT Tower there are no other listed buildings in the vicinity of the site.</p>

Relevant History

July 2009 Planning permission granted for installation on footway of 2 cycle hire docking stations including a registration/payment terminal and maximum of 36 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme, ref. 2009/2176/P.

Relevant policies

None

Assessment

Proposal - an amendment to the approved scheme (ref. 2009/2176/P) granted on 13 July 2009 for the installation on footway of 2 cycle hire docking stations including a registration/payment terminal and maximum of 36 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.

Following the appointment of a operator for the entire Cycle Hire Scheme and a re-evaluation of the original design, the following amendments to the design of the cycle hire stations are proposed:

- Docking points will measure 0.792m (H), 0.3m (L) and 0.225m (W) wide at the top increasing to 0.3m at the base (approved: 0.85m (H) with an oval footprint [0.13m (W) x 0.35m (L)];
- The front wheel of the cycle will slot into a secure locking mechanism and will protrude by 0.33m from the front edge of the docking point;
- The locking mechanism of each docking point will incorporate a membership key reader;
- The docking points will be constructed from aluminium with polyester powder coat, gloss finished;
- The docking points will be secured to a square foundation box (0.3m by 0.3m), constructed from galvanised steel with anti-slip coating;
- Revisions to the detailing and position of the proposed directional information and other signage on the terminals; and
- The proposed colour scheme consists of dark blue, silver-grey and turquoise.

Docking Point – the principal amendment compared to the approved scheme is the method of locking the bikes. This is a relatively minor change which does not significantly alter the appearance of the docking points. Similarly, the revisions to the overall design and materials of the docking stations are considered to be minor and do not vary significantly from the approved scheme.

Layout – as a result of the revisions to the locking mechanism and the overall design of the docking points, the layout of the proposed docking stations has changed slightly. However, the distance between cycles, the orientation of cycles and the overall layout of stations remains as approved.

Terminals - the proposed revisions to the overall design and materials of the terminal are considered to be minor and do not significantly alter the overall appearance of the approved scheme.

Materials – the majority of proposed materials for the cycle hire station were taken from the selection of materials approved as part of the permitted scheme. The main changes to the terminal relate to the detailed design and finish. It is considered that the appearance of the terminal will be very similar to the approved and no issues are raised.

Conclusion - The proposal revisions to the scheme introduce no new amenity issues. In terms of detailed design and materials the proposed amendments are considered not cause any significant material change to the appearance of the approved scheme. As such a new planning application is not considered to be required.

Recommendation – grant non-material amendment

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