

Delegated Report	Analysis sheet	Expiry Date:	09/04/2010
	N/A	Consultation Expiry Date:	N/A

Officer	Application Number
John Sheehy	2010/1308/P

Application Address	Drawing Numbers
Footway in Longford Street adjacent to rear of Melia White House Albany Street London NW1	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 06 July 2009 (2009/2201/P) for 'installation on footway of 2 cycle hire docking stations including a registration/payment terminal and maximum of 27 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme'.

Recommendations:	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
An area of the pedestrian footway on the southern side of Longford Street, east of its junction with Albany Street. The southern side of Longford Street adjacent to the application site is occupied by the Melia White House Hotel a Grade II listed building 8 storeys in height with a footprint in the shape of a Union Jack. The northern side of this stretch of Longford Street is occupied by the Queens Head and Artichoke bar and, further east along the street, Walton House, an apartment building.

The site is not located within a Conservation Area though Regents Park Conservation Area occupies the northern side of Longford Street and the western side of Albany Street.

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 27 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme, ref. 2009/2201/P.

Relevant policies

None

Assessment

Proposal - an amendment to the approved scheme (ref. 2009/2201/P) granted on 06 July 2009 for installation on footway of 2 cycle hire docking stations including a registration/payment terminal and maximum of 27 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 Points – 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 signage, 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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