

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		<b>09/04/2010</b>	
		N/A / attached		<b>Consultation Expiry Date:</b>		-	
<b>Officer</b>				<b>Application Number(s)</b>			
Elizabeth Beaumont				2010/1330/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Footway opposite 147-149 Pancras Road London NW1 1UN				Please refer to decision notice.			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Amendments (to include alterations to design, layout, materials and finishes to the cycle hire docking stations) to planning permission granted on 03 February 2010 (2009/5808/P) for the variation to planning permission dated 29.9.09 ref 2009/3471/P for installation on footway of a cycle hire docking station for Transport for London Cycle Hire Scheme, to increase the length of the site by 2.5 metres providing an additional 2 docking points, giving a total length of 19.5 metres and a maximum of 16 docking points.							
<b>Recommendation(s):</b>		<b>Grant Non Material Amendments</b>					
<b>Application Type:</b>		<b>Non Material Amendments</b>					
<b>Conditions or Reasons for Refusal:</b>		<b>Refer to Draft Decision Notice</b>					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>	No. notified	<b>00</b>	No. of responses	<b>00</b>	No. of objections	<b>00</b>	
			No. electronic	<b>00</b>			
<b>Summary of consultation responses:</b>	N/A						
<b>CAAC/Local groups comments:</b>	N/A						
<b>Site Description</b>							
The site is located on the north east side of Pancras Road opposite the junction with Chenies Place. The proposed site is located on the pavement in front of the fence surrounding the rear of St. Pancras Station close to a vehicular entrance. The site is in close proximity to a number of retail units and residential units. The site is in the Kings Cross/St Pancras Conservation Area. There is a row of Grade II listed buildings at Nos. 119 to 149-127 Pancras Road.							
<b>Relevant History</b>							
29/09/09 – p.p. granted (2009/3471/P) for the Installation on footway of a cycle hire docking station including a registration/payment terminal and maximum of 14 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.							
03/02/2010 – p.p. granted (2009/5808/P) for the Variation to planning permission dated 29.9.09 (2009/3471/P) for the 'installation on footway of a cycle hire docking station for Transport for London Cycle Hire Scheme', to increase the length of the site by 2.5 metres providing an additional 2 docking points, giving a total length of 19.5 metres and a maximum of 16 docking points							

## Relevant policies

The proposed amendments are assessed for materiality – not on the basis of their planning merits. Planning policies therefore do not apply.

## Assessment

**Proposal** - The current proposal is for amendment to the approved scheme of 2009/5808/P granted on the 03/02/2010 for the Variation to planning permission dated 29.9.09 ref 2009/3471/P for installation on footway of a cycle hire docking station for Transport for London Cycle Hire Scheme, to increase the length of the site by 2.5 metres providing an additional 2 docking points, giving a total length of 19.5 metres and a maximum of 16 docking points.

Following the appointment of a scheme operator a number of changes to the consented scheme have been identified. The application proposes the following amendments to the design of the docking points and the terminal to include:

- Docking points will measure 0.792m high, 0.3m deep and 0.225m wide at the top increasing to 0.3m at the base with rounded square shaped bases. (Approved docking points measure 0.85m high sloping to 0.75m, 0.325m deep and 0.13m wide with oval shaped bases).
- Revisions to the proposed materials of the docking points to gravity cast aluminium with polyester powder coat, gloss finished (Approved scheme constructed from brushed stainless steel, steel or aluminium).
- The docking points will be secured to a square foundation box (0.3m by 0.3m), constructed from galvanised steel with anti-slip coating.
- The bikes will be secured into the docking station and slot into a secure locking mechanism with the front wheel protruding with a distance of 0.33m between the docking point and the edge of the station and 0.75m between the centres points of the bicycles.
- The locking cassettes of each docking point will incorporate a membership key reader.
- Revisions to the detailing and position of the proposed directional information and other signage on the terminals.
- The terminals will be constructed from gravity cast aluminium, powder coated with graffiti resistant coating. The mapping information will be covered with toughened glass (Approved scheme constructed from brushed stainless steel, steel or aluminium with vitreous enamel finish).
- The proposed colours are dark blue and silver-grey with a turquoise decal colour.

**Docking Points** - The proposed revisions to the overall design and materials of the docking stations are considered to be minor and do not vary greatly from the consented scheme. The method of locking the bikes is a minor change which does not significantly alter the appearance of the docking points.

**Layout** - Following the revisions to the locking mechanism and overall design of the docking point, the layout of the proposed docking stations has slightly changed. However the distance between bikes, the width and depths of the stations remains as approved.

**Terminal** - 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 docking station were taken from the selection of materials indicated as part of the approved scheme. The main change is the replacement of the vitreous enamel finish with a powder coated finish with graffiti resistant coating. It is considered that the proposed materials will have a similar appearance to the approved scheme and are considered acceptable.

**Conclusion** - The proposal revisions to the proposed scheme introduce no new amenity issues. In terms of design, materials and execution, the above proposed amendments are considered to be minor and would not cause any significant material change to the appearance of the extant approved scheme such that a new planning application is required.

**Recommendation** – Grant non-material amendment

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