

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

Officer	Application Number
John Sheehy	2010/1315/P

Application Address	Drawing Numbers
Carriageway adjacent to 276 Grays Inn Road / Ampton Street London WC1X 8EB	Refer to draft decision notice

PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature

Proposal
Amendments (to include alterations to design, layout, materials and finishes to the cycle hire docking stations) to planning permission granted on 03 July 2009 (2009/2092/P) for 'installation on footway of a cycle hire docking station including a registration/payment terminal and maximum of 22 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
An area of the vehicular carriageway at the western end of Ampton Street at the junction with Gray's Inn Road: the western end of Ampton Street has been stopped up for vehicular traffic; a cycle route passes through this area.
The northern side of this stretch of Ampton Street at the corner with Gray's Inn Road is occupied by an off-licence with flats above. A terrace of houses 18-36 Ampton Street (Grade II listed) is located further east on the northern side of the street.
The southern side of Ampton Street adjacent to the site is occupied by the Calthorpe Project open space and a terrace of houses 11-39 Ampton Street (Grade II listed).
The site is located within Bloomsbury Conservation Area.

Relevant History

July 2009 Planning permission granted for installation on footway of a cycle hire docking station including a registration/payment terminal and maximum of 22 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme, ref. 2009/2092/P.

Relevant policies

None

Assessment

Proposal - an amendment to the approved scheme (ref. 2009/2092/P) granted on the 03 July 2009 for the installation on footway of a cycle hire docking station including a registration/payment terminal and maximum of 22 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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