

Carriageway outside 9-17 and 14-22 Argyle Street,
WC1H 8EJ - 2022/5274/P



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Photo 1: Existing parking bays outside nos.9-17



Photo 2: Existing parking bays outside nos. 14-22.



Photo 3: Existing docking stations on Belgrove Street

Delegated Report (Members Briefing)		Analysis sheet		Expiry Date:	19/01/2022
		N/A / attached		Consultation Expiry Date:	26/01/2023
Officer			Application Numbers		
Laura Dorbeck			2022/5274/P		
Application Address			Drawing Numbers		
Carriageway outside 9-15 and 12-18 Argyle Street London WC1H 8EJ			Please refer to decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposals					
Installation of two linear Cycle Hire docking stations (48 docking points and a terminal) on the carriageway of Argyle Street outside No.9-15 & No.12-18					
Recommendations:		Grant conditional planning permission			
Application Types:		Full planning permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:			No. of responses	3	No. of objections	3
Summary of consultation responses:	The application was advertised in the local press on 12/01/2023 (until 05/02/2023), and site notices were displayed on 11/01/2023 (until 04/02/2023).					
	Three objections were received from the owners/occupiers of 27 Argyle Street (Jesmond Dene Hotel), Central Hotel (16-18 Argyle Street) and Alhambra Hotel (17-19 Argyle Street). Their objections are summarised below:					
	Amenity <ul style="list-style-type: none">The proposals will create noise disturbance outside the hotel and surrounding area, by people docking the bikes and the operating staff that use vehicles to move bikes to and from the docking station.There will be safety issues from people dumping the bikes. This is seen a lot already in the local area. Pavements are littered by bikes and scooters being dumped. Causes health and safety hazards.The existing docking stations are repeatedly misused by members of the public causing ASB issues and the operators.					
	Officer response <ul style="list-style-type: none">Please refer to section 4 for full amenity assessment.Please note that the concerns raised about bikes being abandoned on roads and pavements relates to a different form of cycle hire to the Santander scheme. The Santander model requires users to park bikes in a dedicated dock at the end of each trip. The bikes being referred to are mostly owned and operated by Lime under a dockless bike hire scheme where users are required to park the bikes in a dedicated parking bay at the end of each trip. Users can be fined for not parking these bikes in dedicated parking bays, especially where failure to do so obstructs pedestrian routes or constitutes a hazard.					
	Traffic issues <ul style="list-style-type: none">The relocation will cause serious accidents including pedestrians being hit by bike users and bike users being hit by cars due to the suggested traffic flow.This is the only major street onto the main road Euston Road. It's already busy, and there will be no permit parking on the street which is important for hotel guests who travel to London by car. Parking will be very limited.Loss of yet more on-street parking spaces for local residents.					
	Officer response <ul style="list-style-type: none">Please refer to section 5 for the full transport assessment.					
	Other <ul style="list-style-type: none">The noise disturbance would have financial impacts on the hotels from complaints from guests.					

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| | <ul style="list-style-type: none">• Alternative locations should have been considered, such as the junction between St Chad's Street and Gray's Inn Road. |
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Officer response

- | | |
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| | <ul style="list-style-type: none">• <i>The proposals are not considered to cause undue disturbance to neighbouring residents or hotel guests.</i>• <i>Each application must be considered on their own merits, and the location currently proposed is considered acceptable.</i> |
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Site Description

The application site comprises two locations, the carriageway outside 9-15 Argyle Street and the carriageway outside 12-18 Argyle Street. The locations are to the north end of Argyle Street, approximately 47m from the junction with Euston Road opposite St Pancras Station in the Central London Area. The area is characterised by a mixture of commercial uses, with many hotels and residential accommodation in the immediate vicinity.

The site is located within the Bloomsbury Conservation Area. The carriageway itself is not listed, but nos. 12-36 Argyle Street, nos. 7-19 Argyle Street and nos. 27-43 Argyle Street are all Grade II listed. St Pancras Station on the opposite side of Euston Road is Grade I listed.

Relevant History

Carriageway adjacent to Belgrove House, Belgrove Street

2009/2115/P - Installation on carriageway 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. Granted 07/07/2009.

2010/1319/P - Amendments (to include alterations to design, layout, materials and finishes to the cycle hire docking stations) to planning permission granted on 7 July 2009 (2009/2115/P) for the installation on carriageway 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. Granted 09/04/2010.

Belgrove House, Belgrove Street

2020/3881/P - Redevelopment of Belgrove House as a part 5 part 10 storey building plus 2 basement levels for use as office and research and laboratory floorspace; with café, flexible retail and office floorspace at ground floor; an auditorium at basement; incorporating step free entrance to Kings Cross Underground station in place of two entrance boxes along Euston Road; together with terraces at fourth and fifth floor levels, servicing, cycle storage and facilities, refuse storage and other ancillary and associated works. Granted subject to S106 agreement 01/11/2021.

Relevant policies

National Planning Policy Framework 2021

London Plan 2021

Camden Local Plan (2017)

Policy C5 Safety and security

Policy C6 Access for all

Policy A1 Managing the impact of development

Policy D1 Design

Policy D2 Heritage

Policy T1 Prioritising walking, cycling and public transport

Policy T2 Parking and car-free development

Policy T3 Transport infrastructure

Supplementary Planning Policies

Camden Planning Guidance

Assessment

1. Proposal

- 1.1 Planning permission is sought for the installation of a cycle hire docking station comprising a registration and payment terminal with 48 docking points as part of the Transport for London (TfL) Santander Cycle Hire Scheme. The docking station will include two locations on either side of Argyle Street. The station on the east side of the road will sit outside nos. 9 to 15 Argyle Street and will measure 17m long and 2m wide, and the station on the west side of the road will sit outside nos. 12 to 18 Argyle Street, measuring 21m long and 2m wide. The docking stations will extend in a linear row along the kerbside, within areas of carriageway currently used for on-street parking spaces.
- 1.2 The control terminal will sit to the north end of the station on the east side of the road outside no.9 and would measure approximately 2.4m high, 0.5m wide and 0.35m deep with a circulation area of 2m by 2m.
- 1.3 The docking stations would be relocated from their existing location on Belgrove Street on a temporary basis to facilitate construction works at the site formerly known as Belgrove House on Belgrove Street, where demolition is nearing completion. The current proposals are for the cycle hire docking stations to be returned to Belgrove Street on completion of the new building and associated highway and public realm improvement works.

2. Assessment

- 2.1 The principal planning considerations are considered to be the following:

- Design and Heritage
- Neighbouring amenity
- Transport considerations
- Access
- Community safety

3. Design and heritage

Statutory Framework and Implications

- 3.1 The Council's design policies are aimed at achieving the highest standard of design in all developments, including where alterations and extensions are proposed. Policy D1 of the Local Plan requires development to be of the highest architectural and urban design quality, which improves the function, appearance and character of the area; and Policy D2 states that the Council will preserve, and where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas and listed buildings. Camden's Local Plan is supported by CPG document 'Design' and the Bloomsbury Conservation Area Statement.
- 3.2 Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("the Listed Buildings Act") provide a statutory presumption in favour of the preservation of the character and appearance of Conservation Areas, and the preservation of Listed Buildings and their settings. Considerable importance and weight should be attached to their preservation. A

proposal which would cause harm should only be permitted where there are strong countervailing planning considerations which are sufficiently powerful to outweigh the presumption.

3.3 The cycle hire docking points are small scale utilitarian structures that are similar in design to numerous similar structures seen all over London. The docking points would result in limited visual impact and clutter and are not considered to harm the character of this part of the Bloomsbury Conservation Area.

3.4 Although they are positioned in front of groups of Grade II listed buildings, the carriageway in front of these buildings does not contribute to their setting or significance. Their significance instead derives from their attractive frontages, architectural detailing, historic interest and group value. Further, the docking stations will appear as typical public transport infrastructure common in the Central London Area and seen in close proximity to many other designated heritage assets. Given the proposed locations are currently used for car parking, their use instead for bicycle parking is not considered to have a significantly different impact on the setting of the listed buildings. As such, the proposals are considered acceptable in design and heritage terms, in accordance with policies D1 and D2 of the Camden Local Plan.

4. Neighbouring Amenity

4.1 Policy A1 seeks to protect the amenity of Camden's residents by ensuring the impact of development is fully considered and would not harm the amenity of neighbouring residents. This includes privacy, outlook, noise, daylight and sunlight.

4.2 The docking stations would be located in front of hotel and residential properties. The noise level associated with using the terminal is comparable to bus patrons using a ticket machine at a bus stop or people viewing London way-finding maps. The docking points have been designed to guide the user to wheel the cycle into the correct position to easily engage the locking mechanism. The release and re-docking of the cycles is expected to occur without any discernible noise.

4.3 This is a location where it will be necessary to redistribute bikes across the network, due to their use by commuters travelling to and from Kings Cross and St Pancras Stations. Redistribution vehicles such as a van or trailer are used with a ramp to allow for efficient and quiet loading/unloading.

4.4 Although there may be some minor disturbance to the nearby residential properties, this is not considered to be excessive, and it would be comparable to existing noise in this very busy central London location, close to Euston Road and Kings Cross St Pancras. As such, the proposals are considered acceptable and in accordance with Policy A1 of the Camden Local Plan.

5. Transport considerations

5.1 Argyle Street is a quiet street with low traffic speeds and volumes. The speed limit is 20mph, although average vehicle speeds are likely to be lower than this. The street is one-way northbound for motor vehicles and two-way for cycles. The section of Argyle Street where the Santander cycle hire docking stations would be located is straight in alignment and flat in gradient. The Santander cycle hire docking stations would be easily recognisable to road users. The Santander public hire bike scheme has been operating in London since 2010. There are currently around 800 cycle hire docking stations (with a total of more than 12,000 cycles) at various locations in inner London.

Site 1 - Carriageway outside 9-15 Argyle Street

5.2 The proposed installation of a Santander cycle hire docking station and terminal would result in

the loss of 17 metres of paid for parking space. This equates to the space taken up by 3 standard sized cars. The proposal would not have a significant impact on the supply of paid for parking spaces and would not have any impact on resident permit holders parking in the local area. Loading and unloading can currently take place from the paid for parking bay when kerbside space is available. However, the proposal would not have a significant impact on loading and unloading opportunities with various sections of single yellow line which serve this purpose available nearby. The cycle hire docking station would accommodate 20 bicycles available for hire by the public. Cycling is one of the Council's key priorities and the cycle hire docking station would have one of the highest uses across the cycle hire network based on usage data for the cycle hire docking stations currently located on Belgrove Street. Transport Officers do not have any road safety related concerns and conclude that the proposal is acceptable from a transport point of view.

Site 2 - Carriageway outside 12-18 Argyle Street

- 5.3 The proposed installation of a Santander cycle hire docking station in this location would result in the loss of 13 metres of resident permit holders parking space. This equates to the space taken up by 2.5 standard sized cars. This is not considered to result in a significant impact on the supply of resident permit holder parking spaces in the local area. The proposal would also result in the loss of 8 metres of single yellow line. Loading and unloading can currently take place from the section of single yellow line where the cycle hire docking station would be located. There are various sections of single yellow line which also serve this purpose nearby, and therefore the proposal would not have a significant impact on loading and unloading opportunities. The cycle hire docking station would accommodate 28 bikes available for hire by the public. Cycling is one of the Council's key priorities and the cycle hire docking station would have one of the highest uses across the cycle hire network based on usage data for the cycle hire docking stations currently located on Belgrove Street. Officers do not have any road safety related concerns and conclude that the proposal is acceptable from a transport point of view.

6. Access

- 6.1 The proposed docking stations would be located within existing car parking spaces on the carriageway, and as such the existing pavements would be unaffected. There would be no impact on pavement widths, and existing accessibility would be preserved.

7. Community Safety

- 7.1 Concerns have been raised regarding the potential for anti-social behaviour from users of the docking stations. However, the site is considered a suitable location for the docking station, near to and within clear sightlines of the busy junction with Euston Road and overlooked by numerous hotels. Euston Road has a heavy footfall allowing informal surveillance of the site. It is therefore considered that the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

8. Conclusion

- 8.1 In conclusion, the proposed cycle docking station is considered acceptable. The proposed works would not cause harm to the character and appearance of the local streetscene or the setting of listed buildings, would preserve neighbouring amenity, would retain adequate pavement widths and maintain the existing cycle hire provision and the promotion of sustainable means of transport. The proposed development is therefore considered to comply with policies A1, D1, D2, T1 and T3 of the Camden Local Plan.

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 20th February 2023, nominated members will advise whether they consider this

application should be reported to the Planning Committee. For further information, please go to www.camden.gov.uk and search for 'Members Briefing'.

Application ref: 2022/5274/P
Contact: Laura Dorbeck
Tel: 020 7974 1017
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Date: 9 February 2023

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DRAFT

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Granted

Address:

**Carriageway outside 9-15 and 12-18 Argyle Street
London
WC1H 8EJ**

Proposal: Installation of two linear Cycle Hire docking stations (48 docking points and a terminal) on the carriageway of Argyle Street outside No.9-15 & No.12-18

Drawing Nos: 02/615530-L0C, 02/615530-GA and Planning, Design and Access Statement dated November 2022.

The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 02/615530-L0C, 02/615530-GA and Planning, Design and Access Statement dated November 2022.

Reason: For the avoidance of doubt and in the interest of proper planning.

- 3 All surface materials should match the existing adjacent surface materials unless otherwise approved in writing by the Local Planning Authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policies D1 and D2 of the London Borough of Camden Local Plan 2017.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
- 2 This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444). Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.
- 3 All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website (search for 'Camden Minimum Requirements' at www.camden.gov.uk) or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)

Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework 2021.

You can find advice about your rights of appeal at:

<https://www.gov.uk/appeal-planning-decision>.

Yours faithfully

Chief Planning Officer