

| Application No: | Consultees Name:         | Consultees Addr:                                  | Received:           | Comment: | Response:   |
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| 2015/5898/P     | Mark Hadayah             | Prontaprint<br>63 Coram Street<br>London          | 05/11/2015 11:01:06 | COMMNT   | As a business owner on Coram St I am in complete favour of this idea. To allow 30 spaces for cycles as oppsoed to 2 for cars will help bring people to the area. The lcoal streets are dominated by congestion on the roads and I have witnessed many accidents of cars exiting Coram St into Woburn place.<br>This application has my full support.  |
| 2015/5898/P     | Patricia<br>Bickerstaffe | 42 Witley Court<br>Coram St<br>London<br>WC1N 1HD | 06/11/2015 10:28:50 | OBJEMPER | I am contacting you to object most strongly to the planning application for a bicycle docking station on Coram St. There are two blocks of apartments at the northern end of Coram St. which have approximately 350 plus individual dwellings. Both buildings are serviced by entry doors on Coram St. This development will severely curtail access for deliveries, tradespeople, ambulances, disabled access, removals and for taxi services. There is also a regular delivery from an oil tanker to Russell Court on this part of the road.<br>Also, this end of Coram St is adjacent to the extremely busy Upper Woburn Place and there are numerous problems with traffic turning right and pedestrians trying to cross both roads. Add to this 30 cycles on the docking station arriving and departing and the potential for accidents increases substantially.<br>There would also be an increase in noise pollution which would badly affect the people living in the basement and lower ground floor flats.<br>I would suggest a better site would be on the very wide pavements around Russell Square where there are many more potential clients for this service.<br>I have only just found out about this application from a notice on a post outside of Witley Court and under our democratic system I expected a better consultation process, however, I do hope my comments will reach the appropriate committee in sufficient time to be considered.<br>Yours sincerely<br>Patricia Bickerstaffe |

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| 2015/5898/P     | Laurence Martin  | 35 Witley Court<br>Coram Street<br>LONDON<br>WC1N 1HD | 05/11/2015 16:41:51 | OBJLETTE<br>R | <p>I write as the Chairman of the Witley Court Residents" Association to object to the planned bicycle docking station on Coram Street</p> <p>First, from the viewpoint of Witley Court, a block of 86 flats and a number of small businesses, a character shared in many respects by two other large blocks on the street, one private, one Camden owned, we note that the one disabled parking place may be spared. This is essential because of the frequent arrival of both emergency and patient transport ambulances for the numerous elderly residents. The remaining three short term pay places ae also essential as the sole means of picking up passengers and luggage and effecting deliveries and visits by service vehicles. We are not aware of any other docking stations placed directly outside a major residential building.</p> <p>More generally, Coram Street may look like a minor connecting route on a map but is actually a very busy road carrying deliveries to the large Brunswick shopping centre at the foot of the street and to the Holiday Inn. A major cause of severe congestion is the frequent stoppage of traffic, especially north-bound on the adjacent primary artery Woburn Place at the junction of which it is proposed to put the dock. Northbound traffic trying to evade this turn right on to Bernard Street, left on to Herbrand Street and then left again on to Coram, heading directly into the junction where the dock would be. Southbound traffic attempts the reverse manouever to a lesser extent. The resulting jam is dense and compacted, a very dangerous situation one would think in which to park and retrieve bicycles.</p> <p>If a dock must be created nearby it would seem a better solution exist at the other end of the street. First, it is only residential on one side. Secondly, according to my personal observation over many years, the two parking places designated "Doctor" have nor been used at all since the Brunswick GP practice changed hands over a decade ago. Moreover these bays adjoin four or five places allocated to off duty taxis. These do not offer any service and are rarely fully occupied. If one or two cabs were thought desirable for the hotel, it has ample private space at its door.</p> <p>Finally, a second possibility may lie at the south foot of Marchmont street where there are no adjacent dwellings or shops, wide pavements, and relatively light footfall because of preference to walk through the shopping plaza.</p> |

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| 2015/5898/P     | Marchmont Association | 62C Marchmont Street<br>WC1N 1AB | 08/11/2015 11:37:00 | OBJ      | <p>We object to this proposal because the cycle docking stands in the bedroom and living rooms that overlook Coram Street. The cycle stands are positioned in similar locations, e.g. outside the entrance to Marchmont Street, residents are constantly disturbed by the noise of users, as they noisily remove and re-dock (with a crash) the cycle stand. This is particularly so at Woburn Square station and in an area that experiences high levels of traffic. The cycle stand becomes a magnet and frequent gathering place for local connections, many of whom take childish pleasure in the noise to the frequent annoyance of residents. One such resident has found this so intolerable that he was forced to move home. The 24-hour cycle docking is a problem for residents, whose sleep is frequently interrupted by the noise attract groups of young visitors staying at the Royal National Institute across Woburn Place and within in visual range of the cycle docking into Coram Street at all hours with no thought for the effect on the residents. We ask you to reject this application on the grounds of the impact on residential amenity for Witley Court residents. We are concerned about Coram Street's tendency to be used as a rat-run by fast-moving vehicles. It is a very dangerous place for tyro cyclists (as many of the users are on cycles, also bearing in mind that most of the users will be on the wrong side of the Highway Code, let alone which side of the road to ride on) and this particularly location needs seriously rethinking.</p> |