

Birkenhead Street:

We do not believe that the proposed docking station in this location will have a detrimental impact on the amenity of the neighbouring occupiers or residents, or in terms of impacting on the setting of the area. The site is currently used for pay & display parking bays and we believe that there is no further visual impact, noise or disturbance from the docking station than from parked vehicles.

In regards to Mr Swale's point about his disabled mothers parking access, we are not impacting upon any disabled parking bays and therefore we have not proposed replacement of the parking spaces that are currently located on the site. We do note that directly outside Number 59 there is currently yellow lines and there are pay & display parking spaces located just south of our proposed site which are not going to be affected and which are very close to Number 59.

I'm assuming when Mr Swale refers to the post, he means the docking station terminal. The terminal has been proposed on this end of the site as it is safer for the users to have it away from the junction with Euston Road.

As stated in the Planning, Design and Access Statement, we believe that there is sufficient alternative parking provision available in the wider vicinity of the site, and furthermore the benefits from the promotion of cycling as a sustainable alternative to the car are considered to outweigh the proposed loss of parking spaces at this location. This has been agreed with London Borough of Camden Highways.

In regards to Mr Swale's comments on the other nearby docking stations, we are currently in the intensification stage of the Cycle Hire Scheme. This means we are adding docking points in key hotspot areas to contribute directly to the TfL and Mayoral goals of ensuring more and safer cycling, by further reducing barriers to cycling.

We believe that the addition of the kerb island buildout on either side of the docking station will ensure safe use of the docking station for users.

Coram Street:

We appreciate the support of Noel McLeod from 48 Witley Court as to the benefits of cycling and the replacement of parking spaces with a docking station in this site. We would like to confirm to them that we are replacing the disabled parking bay and it is being relocated just east of the proposed docking station site, where there are currently single yellow lines. We believe that there will still be sufficient alternative parking provision available in the wider vicinity of the site which will provide access for ambulances and deliveries. The proposal also does not impact on access as the docking station is proposed on the carriageway so the width of the pavement in front of the door to Witley Court is not affected.

In regards to the objection from Mr Boyadjian, we do not believe that the proposed docking station in this location will have a detrimental impact on the amenity of the neighbouring occupiers or businesses. The site is currently used for pay & display parking bays and we believe that there is no further visual impact, noise or disturbance from the docking station than from parked vehicles. We are replacing the disabled parking bay that is situated on the site and we believe that there will be sufficient alternative parking to ensure that deliveries to the shop will not be affected.

In regards to the objection from Mr McMillin, we do not believe that the proposed docking station in this location will have a detrimental impact on the amenity of the neighbouring occupiers or businesses. The site is currently used for pay & display parking bays and we believe that there is no further visual impact, noise or disturbance from the docking station than from parked vehicles. We also believe that replacing the pay & display parking spaces with the docking station will have benefits in terms of decreasing congestion on Coram Street. The docking station has been designed to enable quick and quiet use of both terminal and docking points. As stated earlier, we are replacing the disabled parking bay on the site and we believe that there is sufficient alternative parking in the area. This has been agreed with London Borough of Camden Highways. In terms of Mr McMillin's claim that it is unprecedented in central London to build a docking station in front of a residential house, I can confirm that this is not true. We aim to locate docking stations in close proximity to where people live and work, therefore, this means that we do propose sites near to residential houses if the site meets the Borough's site selection criteria.

Can you please confirm when the members briefing will be? Will this be to decide whether Coram Street can be decided by delegated decision or whether it is to go to committee?

Kind regards,

Claire Steele.





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