



Community & Children's Services Committee SUPPLEMENTARY AGENDA PACK

Date: MONDAY, 23 JANUARY 2023
Time: 2.30 pm
Venue: COMMITTEE ROOMS, WEST WING, GUILDHALL

8. MIDDLESEX STREET ESTATE - AREAS OF CAR PARK AND SIX SHOP UNITS

For Decision
(Pages 3 - 42)

- a) **Proposed Eastern Base for CoLP - Update on Engagement and support for Commercial Tenants (Pages 43 - 54)**

Members are asked to note that this report should be read in conjunction with agenda item 8 - Middlesex Street Estate - Areas of Car Park and Six Shop Units

14. CORPORATION SPORTS PROVISION/ GOLDEN LANE LEISURE CENTRE

For Decision
(Pages 55 - 70)

Michael Cogher
Interim Town Clerk and Chief Executive

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Agenda Item 8

Committee:	Dated:
Community and Children's Services	23 January 2023
Subject: Middlesex Street Estate – Areas of Car Park and Seven Shop Units.	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	4, 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	Y
Joint Report of: Clare Chamberlain, Interim Executive Director Community & Children's Services Paul Wilkinson, City Surveyor	For Decision
Report author: Paul Murtagh Assistant Director Housing & Barbican	

Summary

The purpose of this report is:

To consider whether areas in the car parks and the seven Gravel Lane shop units proposed for non-housing use at the Middlesex Street Estate (together called the "**MSCP**" broadly shown edged red on the Plans annexed to this report), are no longer required for housing purposes, and may be appropriated for other use.

The report includes information from further estate-wide consultation with residents and commercial tenants on the issue and advises that the areas are not required for housing purposes for the next 20 years, in lieu of a capital sum for housing purposes.

Recommendations

1. Note the outcome of further estate-wide consultation with residents and commercial tenants on the Middlesex Street Estate.
2. Agree that:
 - 2.1 The seven **shop units** (shown within the MSCP on the plans annexed to this report at Appendix 1) proposed for non-housing use at the Middlesex Street Estate are not required for housing purposes for a period of 20 years from the date of resolution.
 - 2.2 The areas of **car park** (shown within the MSCP on the plans annexed to this report at Appendix 1) proposed for non-housing use at the Middlesex Street

Estate, are not required for housing purposes for a period of 20 years from the date the Relocation and Consolidation Works are completed.

- 2.3 At the end of the 20-year period, unless further appropriations are agreed by the City of London Corporation (City Corporation), in its capacity as housing authority, the MSCP areas described at 2.1 and 2.2 will revert to their normal use for housing purposes
3. Instruct the Comptroller and City Solicitor to prepare a Memorandum of Appropriation in accordance with Recommendation 2, to be placed on the Middlesex Street Estate Deed Packet as soon as any appropriation has taken effect.

Main Report

Background

Middlesex Street Estate

1. The Middlesex Street Estate land was acquired between 1879 and 1964 for social housing, under Improvement Orders and a Compulsory Purchase Order¹ made under the Housing Act 1957. As such, the land is held for housing purposes by the City Corporation in its capacity as a housing authority.
2. Where land is held for housing purposes by a housing authority, the land may only be used for providing buildings or land for housing purposes, certain ancillary purposes, shops, recreation grounds and, with the Secretary of State's prior consent, other purposes beneficial to the housing occupiers of the land².
3. Where land, which has been acquired for one purpose, is not required for that purpose, it may be appropriated (permanently or temporarily) for any other purpose for which the City Corporation is authorised to acquire land.³

Eastern Hub

4. The City Corporation (in its capacity as police authority/promoter of the proposals) is exploring the potential to redevelop parts of the Middlesex Street Estate's basement, ground-floor, and first-floor car parks and, seven retail units along Gravel Lane (together referred to in this report as the "**MSCP**"), to provide an operational base for the City of London Police (CoLP) in the East of the City of London. This is to be complimentary to the new police premises at Salisbury Square both, to ensure capacity for the CoLP functions and to ensure a continued police presence in the eastern part of the City. There has been liaison with the City Corporation in its capacity as housing authority, as to whether this land is required for housing purposes, and if not, whether it could be appropriated to police purposes. Any appropriation to police purposes is subsequently a matter for the Capital Buildings Board.

¹ City of London (Middlesex Street Estate) CPO 1964

² S.12 Housing Act 1985

³ S.12(1) City of London (Various Powers) Act 1949

Context for consideration of police use of the MSCP

5. Whether or not the **MSCP** is required for housing purposes, in the light of the current extent and nature of its use, is the prior and prime question for the Community and Children's Services Committee, which is evaluated at **Paragraphs 6, 7 8 and 25 to 30**.
6. In the long term, there is the potential for the estate-wide redevelopment of the Middlesex Street Estate, for example, should the dwellings on the estate reach the end of their life and require replacement with new dwellings. At that stage, it is likely that all the land currently held for housing purposes, would be required to facilitate redevelopment for housing purposes (and potentially to allow for additional dwellings, given current and foreseeable demand for affordable housing). However, no such measures are envisaged or considered feasible in the medium term, noting the significant disruption that would be caused and the extensive lead in time that would be required to develop, fund, and implement any such proposals
7. In the short and medium term, parts of the estate car park are either unused or underused, resulting in maintenance costs to the HRA (and ultimately to tenants) from which no benefit is being derived for estate residents. The seven shop units are not considered to serve a housing purpose. The evaluation as to whether these areas are required for housing purposes is set out below.
8. Access to the area proposed for police use would be through the ground floor service yard. This would be shared between residents, commercial tenants, and the police, if agreed by the Community and Children's Services Committee. The arrangements for sharing access would also need to be agreed by the Community and Children's Services Committee.

Meeting of the Community & Children's Services Committee – 15/11/22

9. At its meeting on 15 November 2022, the Community and Children's Services Committee considered a joint report from the Interim Executive Director of Community and Children's Services and the City Surveyor, as to whether areas in the car parks and the six Gravel Lane shop units, proposed for non-housing use at the Middlesex Street Estate are no longer required for housing purposes and may be appropriated for other use.
10. The Committee resolved that the decision as to whether the areas identified are no longer required for housing purposes and may be appropriated for other use, would be deferred to give officers time to carry out further consultation with residents and commercial tenants and, to respond to questions and concerns raised by residents and members.

Further work and consultation

11. As directed by this Committee at its meeting on 15 November 2022, further work and consultation with residents and commercial tenants has taken place, as set out in this report.

Site walk-abouts

12. Residents, members and commercial tenants on the Middlesex Street Estate were invited to two site 'walk-about' s that were held on 24 November at 8am and 10am

respectively. The two meetings were attended by around 20 residents and commercial tenants in total, along with members, officers from the City Surveyors, Community and Children's Services and, representatives from our design team. The purpose of the site 'walk-about' was to show residents, members, and commercial tenants those areas on the estate that are potentially no longer required for housing purposes and, to answer questions on the proposal for use by the City of London Police (CoLP).

13. Several challenges and questions were raised at the two walk-about' exercises and, these are captured at Appendix 2 to this report, along with our responses.

Door knocking exercise

14. On 15 December, a door-knocking' exercise was undertaken with residents across the whole of the Middlesex Street Estate. The exercise was arranged by Comm Comm, our communications consultant and the door knocking was carried out by Comm Comm staff and staff from DCCS.
15. During the door-knocking exercise, 226 homes were visited (87 in Petticoat Tower and 139 in Petticoat Square). Around 30% of residents were at home when we visited and, 45 Feedback Forms were completed by residents, with a further 45 responses received via the online version of the Feedback Form. A further five responses were received by freepost envelope. A summary report on the door knocking exercise is included at Appendix 3 to this report.

Response to the email from the Chair of the Middlesex Street Estate Leaseholders Association

16. At the meeting of this Committee on 15 November 2022, the Assistant Director read out responses to a series of questions raised by the Chair of the Middlesex Street Estate Leaseholders Association, as set out in his email to Members prior to the Committee meeting.
17. Although the responses to the questions raised by the Chair of the Middlesex Street Estate Leaseholders Association were included in the agreed minutes of the meeting on 15 November, these have now been updated and are included at Appendix 4 to this report.

Resident suggestions for alternative use of the space

18. At Appendix 5 to this report, we have set out a list of alternative uses for the potentially surplus space in the Middlesex Street Estate car parks, as identified by residents either, as part of the Section 105 Consultation process or, through further consultation (including the door-knocking exercise) emails and other related correspondence. Officers have set out their responses to, and views on the various suggestions for the alternative uses.

Issues raised by Portsoken members on behalf of residents and commercial tenants

19. Portsoken members have been contacted by residents and commercial tenants directly to raise concerns about the proposal to declare the identified space surplus and, the implications of the proposal for use by the CoLP. These concerns have been addressed and responded to as set out in Appendix 6 to this report.

Commercial tenants

20. A joint report from the Interim Executive Director of Community and Children's Services and the City Surveyor, setting out proposals for engagement with, and support for commercial tenants on the Middlesex Street Estate affected by the CoLP proposal, was agreed previously under Urgency by the Town Clerk, in conjunction with the Chair and Deputy Chair of the Community and Children's Services Committee. The report was included in the agenda for the meeting of this Committee on 15 November for members consideration and information.
21. In accordance with the provisions and approvals in the above report, senior officers in City Surveyors and, our appointed specialist consultant, Avison Young, have been engaging and negotiating with the five commercial tenants potentially impacted by the proposed use of the surplus space by the CoLP. A report entitled "Update on Engagement and Support for Commercial Tenants" that was considered by the Capital Buildings Board at its meeting on 18 January, is included at Appendix 7 (Non-Public) to this report.

Addressing residents' concerns

22. From the various consultation exercises undertaken with residents and commercial tenants on the Middlesex Street Estate including, the statutory S105 Consultation, resident meetings, site-walkabouts and the door-knocking exercise, several key concerns and recurring themes were raised. These are set out below, along with the responses we have given and, where appropriate, the action we have taken.

Loss of car parking space

We have confirmed that all residents who currently have a car parking space, will continue to have one. There will be no reduction in the number of parking spaces, garage, and storage spaces available for residents and visitors.

It should also be noted that most resident's car parking spaces are currently located at basement level. As such, this will not be impacted if the CoLP proposal does proceed.

Provision of cycle spaces and cycle storage

We have confirmed that there will be no reduction in available cycle and cycle storage space. If the CoLP proposal proceeds, additional cycle space and, dedicated secure cycle storage, along with cycle lifts will be provided.

There has been concern from residents with the location of all cycle storage space being in the basement. Whilst we cannot provide all the required cycle storage on the ground-floor, it has subsequently been agreed that the vacant space on the ground-floor, previously allocated to the Devonshire Club, will be developed for cycle storage as part of the CoLP proposal. This will at least, provide around 24 to 26 cycle spaces for younger and more vulnerable residents who, may be concerned about going into the basement.

In addition, as the proposal proceeds, we will look to see if there is any further usable space at ground-floor level that could be developed to provide further cycle storage.

Provision of disabled car parking and access to the car parks

We have advised residents that whatever the future use of the potential surplus space, we are committed to developing an appropriate parking strategy to ensure the practical needs of vulnerable residents, as well as businesses, visitors and service vehicles are met.

Changing access routes or, restricting access to lifts, stairs, and car parks

We have reassured residents that if, areas identified in the car parks and ground-floor service yard proposed for non-housing use at the Middlesex Street Estate are declared surplus for current housing purposes, the remaining space will be suitable and sufficient to maintain access routes for residents to lifts, staircases, and car parks without adverse impact on equalities.

The original design drawings for the CoLP's proposal to use surplus space in the car parks for its Eastern Base, showed a reduction in the number of staircases that residents can access from four to two. Residents were extremely concerned with this and consequently, the design has been reviewed to provide residents with access to three staircases.

Car park security

Residents expressed concerns with the level of security in the car parks, particularly at basement level where, in recent times, there had been problems with rough sleeping, bicycle theft, drug use and intruders. Residents have been advised that if the CoLP proposal does proceed, provision will be made for an enhanced CCTV installation and other related security measures.

Management and control of the car parks

Residents have raised serious concerns with the management and control of the car parks especially, in relation to the CoLP proposal and the impact that this will have on the ground floor in particular.

Officers agree entirely that the space in the car parks will need to be managed very carefully if the proposal for the incorporation of the new Eastern Base into the Middlesex Street Estate is to be successful. To achieve this, we will be looking to develop a robust Management Plan for the car parks that, if the CoLP proposal does proceed, will be brought back to this Committee for approval. This will include matters such as:

- traffic management
- pedestrian management
- access control
- security provisions and management
- visitor protocols
- proposals around strategy, resources
- managing refuse collection, bins, storage facilities etc
- other day-to-day operational matters
- resources including the introduction of a Car Park Attendant/Officer.

Benefits to residents

23. If the CoLP proposal does proceed, there will be significant tangible benefits to the residents of the Middlesex Street Estate including:

- access to some of the £3.45million income to the HRA to help fund specific projects across the Middlesex Street Estate.
- funding and provision for essential remedial works to the podium including, the replacement of the defective waterproof membrane, noise-reducing measures and improved paving and line marking.
- introduction of gym equipment to the podium.
- enhanced security measures including:
 - the access shutters to the ground floor car park,
 - barrier and gate to the basement car park,
 - improved CCTV installation,
 - improved lighting to pedestrian areas especially, in the basement areas,
 - introduction of controlled management of the ground floor car park area and the wider estate (robust Management Plan),
- additional cycle parking (cycle lockers, secure cages with racks and stands, cycle lift etc),
- improvements to the public realm and enhance the streetscape in the area.

24. Many of the above benefits have been a direct result of the consultation that we have undertaken with residents to understand how we can work together to provide improvements to the Estate that will enhance the health and wellbeing of its residents. The original design criteria for the CoLP proposal has been amended to reflect the aspirations of residents at an additional approximate cost of £1.3m.

Evaluation of whether the MSCP is Surplus to Housing Purposes

25. Having considered all relevant matters, analysed the views and further feedback from residents, commercial tenants, and other stakeholders, and taken into account all such views and feedback, officers are satisfied that the areas in the car parks, ground floor service yard and the seven Gravel Lane shop units proposed for non-housing use at the Middlesex Street Estate are no longer required for housing purposes, for the reasons set out below:

Car Park Areas.

26. There are significant areas of car park space in the Middlesex Street Estate that are currently either unused or underused. If it is agreed that the areas in the car parks, ground floor service yard and the seven Gravel Lane shop units proposed for non-housing use at the Middlesex Street Estate are no longer required for housing purposes, there will be no reduction in the overall space currently occupied by car parking spaces (including disabled spaces), cycle storage, and other storage. Residents who currently have a car parking space, will continue to have one.

27. The areas which would still be available for car parking, cycle storage, other storage and potentially EV charging points, are considered sufficient to meet all anticipated future needs during the 20-year appropriation period. All relocated spaces will be moved to equally accessible areas of the car park.

Seven Retail Units

28. The shops were originally provided under housing authority powers to provide services of benefit to tenants with a view to providing community facilities and ensuring a range of services were available for estate residents. This was historically achieved by restricting and controlling goods sold from each unit, but this led to disputes about lease terms and significant management resources. It was acknowledged that this approach had fallen out of step with competition law and that enforcement could be problematic, Your Committee therefore adopted a revised approach in 2017 and, ceased imposing user restrictions aimed at providing a range of essential services for tenants. In addition, it is noted that on-line purchasing habits have increased and that a range of services are generally available in convenient locations in the neighbourhood. As a result, the link between the use of the units and the needs of estate residents has eroded such that the units are no longer considered to relate to housing purposes. The units are currently used as follows:

Unit	Business Type	Service Users
8 Gravel Lane	Sale of Mobile phone accessories	Mix of retail and wholesale. Business said to be affected by local parking restrictions.
10 Gravel Lane	Sale of Fancy Goods including vaping supplies	Mainly wholesale. Business said to be affected by congestion charge.
12 Gravel Lane	Vacant	None.
14 Gravel Lane	Brass band musical instrument sales	Professional musicians and music students.
16 Gravel Lane	Printing services	Retail.
18 Gravel Lane	Hairdresser	A significant proportion of users were stated to be office workers and post covid WFH has reduced customer base.
20 Gravel Lane	Gym	

29. Due to the nature of the businesses and service user base, and the availability of on-line services and local services for residents conveniently located elsewhere in the neighbourhood, it is not considered that the above units are required for housing or ancillary purposes. It is also not considered that estate residents, including residents with protected characteristics, would be adversely affected were the businesses to be relocated further away. No adverse impacts for residents have been identified by residents through the consultation process.
30. If the retail units are agreed to be surplus to housing use, future arrangements regarding the units will no longer be a matter for the Community and Children's Services Committee but, following an appropriation to police use, will be a matter for the Capital Buildings Board. However, it is likely that retail units at the Middlesex Street Estate which are currently vacant, will be considered for use to accommodate any of the tenants seeking relocation in the vicinity.
31. In the initial report submitted to this Committee at its meeting on 15 November 2022, there were only six retail units. Members were asked to agree to being

surplus to housing use. The shop unit at 20 Gravel Lane has subsequently been added to the original six units outlined in the initial report. Although this unit is currently occupied, it is one of the least desirable retail units on the Estate and, historically, has proven very difficult to let. Including this unit in the surplus declaration will, if the CoLP proposal does proceed, allow us to give back space to the residents for access to the third lift, provide community space on the first floor and, allow for a liaison office for the CoLP on the ground floor which, can be shared with the Estates Team (subject to available funding).

Corporation's Proposal Relating to the CoLP

32. Subject to the Community and Children's Services Committee's agreement that the **MSCP** is no longer required for housing purposes, it is proposed that the **MSCP** be appropriated to police purposes by Capital Buildings Board to enable the proposed provision of the Eastern Hub element of the police accommodation project. Not only would this meet an accommodation need in the vicinity for a key emergency service, but it would also ensure the efficient use of General Fund land, avoiding underuse and maximising public benefit. The Capital Buildings Board, through its delegated officers, will be responsible for public consultation regarding the police proposals and the related planning application. It is anticipated this will take place later this year/early next year and will be the subject of separate reports to the Capital Buildings Board.
33. In terms of taking the Eastern Hub proposal forward, no dates have yet been set; however, it is intended that there will be two public events to support the wider planning consultation process. It is expected that these two public events and the wider planning consultation process will further address and expand on many of the matters raised by residents and commercial tenants about the proposals. This consultation will not be carried out by the Department of Community and Children's Services, but by the City Corporation as promoter of the alternative proposals under the remit of the Capital Buildings Board. There will be opportunity for liaison and input between the promoter and estate residents as well as the Department of Community and Children's Services.

Financial Implications

34. Income:

The appropriation of the **MSCP** will result in all expenditure and income attributable to those areas being accounted for in the General Fund and not the HRA.

35. Capital:

Whilst there is no strict legal or accounting requirement for any capital allocation to be made in respect of an appropriation from one General Fund purpose to another, it has been agreed that a capital sum of £3.45m will be ring-fenced for housing use, in respect of the appropriation of the **MSCP**.

Legal Implications

36. The City Corporation has the power to appropriate land (either permanently or temporarily) from the purpose for which it was acquired, to another statutory purpose, subject to it being no longer required for that purpose for which it was acquired⁴.

⁴ Section 12 City of London (Various Powers) Act 1949

37. Where land is appropriated temporarily, at the end of the appropriation period it will revert to its former statutory use – in this case for housing purposes (unless a further appropriation is resolved by the housing authority).
38. Appropriations, including all their terms and the basis on which appropriations have taken place, are recorded in a Memorandum of Appropriation which is placed on the Deed Packet.
39. All other legal implications are contained in the body of this report and its footnotes.

Equalities Implications

40. At this stage, there are no equalities implications arising out of this report. Whatever the future use of the potential surplus space, the City Corporation must ensure it continues to meet its legal obligations in relation to the provision of disabled parking bays and access to car parks.
41. For any future use of the potential surplus space, an Equalities Impact Assessment will be carried out to ensure that City Corporation continues to meet its statutory obligations.
42. If the areas identified in the car parks and ground-floor service yard proposed for non-housing use at the Middlesex Street Estate are indeed declared surplus for current housing purposes, the remaining space will be considered suitable and sufficient to maintain access routes for residents to lifts, staircases, and car parks without adverse impact on equalities.

Appendices:

- Appendix 1: Plans
- Appendix 2: Matters Raised at Walk-About on 24 November 2022
- Appendix 3: Door-knocking Exercise – Summary Report
- Appendix 4: Responses to questions raised by Chair Middlesex Street Estate Leaseholders Association
- Appendix 5: Alternative Use of Space
- Appendix 6: Response to Portsoken Members
- Appendix 7: Report – Update on Engagement and Support for Commercial Tenants
(Non-Public)

Background Papers:

1. Community & Children's Services Committee (15 November 2022) – Joint report (including appendices) of the Interim Executive Director of Community and Children's Services and the City Surveyor entitled "Middlesex Street Estate – Areas of Car Park and Six Shop Units".
2. Community & Children's Services Committee (15 November 2022) – Joint report (including appendices) of the Interim Executive Director of Community and Children's Services and the City Surveyor entitled "Middlesex Street Estate – Allocation of Funds for Housing Purposes". (Non-Public).

Paul Murtagh

Assistant Director, Housing & Barbican

T: 020 7332 3015

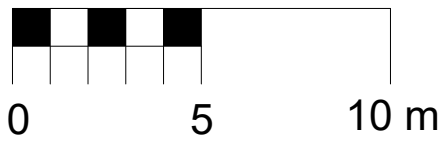
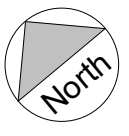
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1st Floor Plan - Proposed (Amended)

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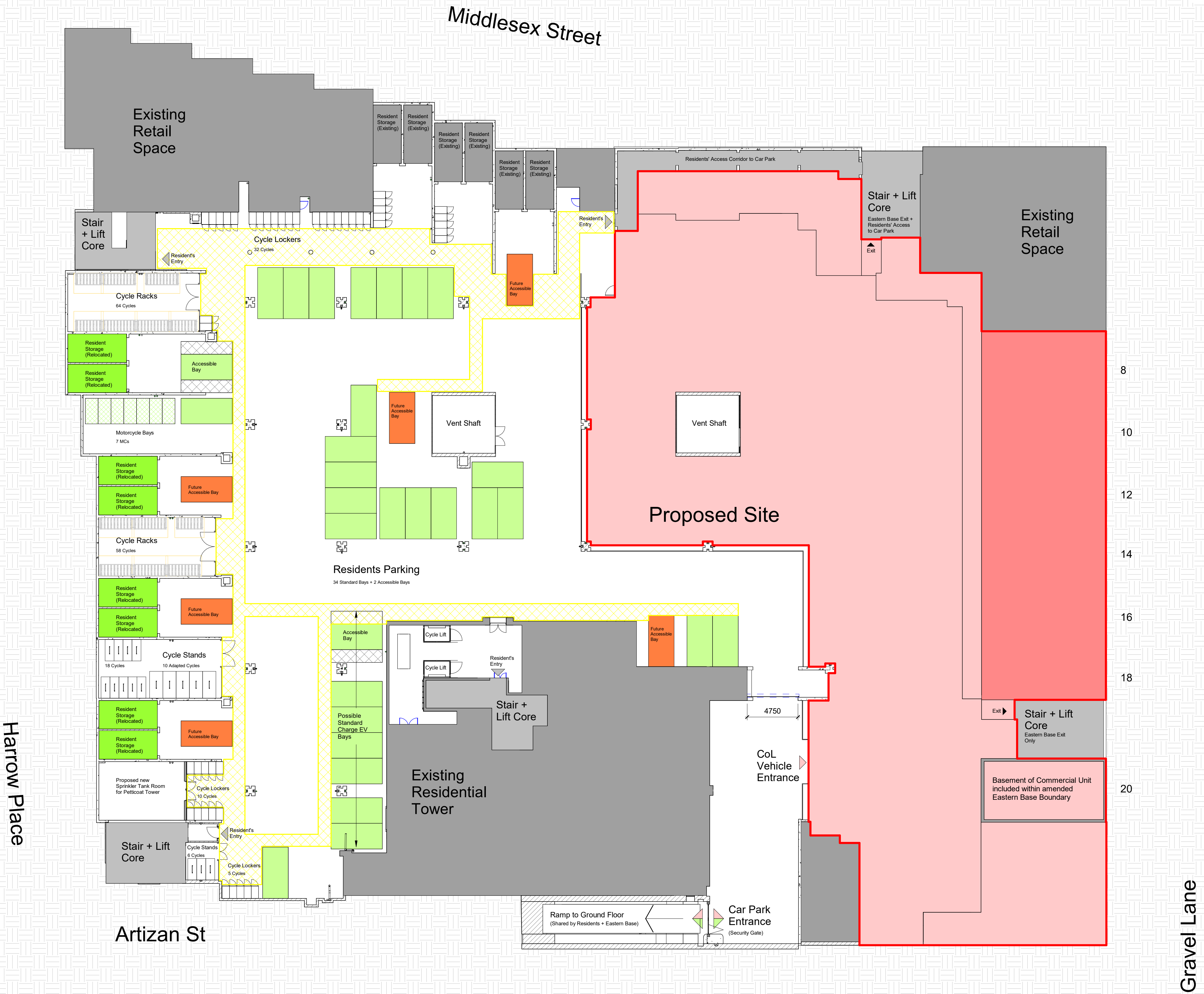
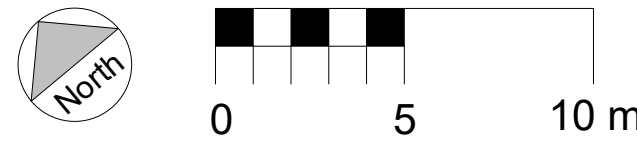
Key

- Existing Middlesex Street Estate Buildings
- Existing Middlesex Street Estate Stair + Lift Cores
- Existing Shops converted into new Offices + Support Facilities
- Existing Car Park/Service Areas converted into new Car Parking + Support Facilities
- New Commercial + Recycling Refuse Stores
- Commercial Zone - New Parking Bays
- Residents' Zone - New Parking Bays
- Residents' Zone - Relocated Garage/ Store Areas



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Basement Plan - Proposed (Amended)
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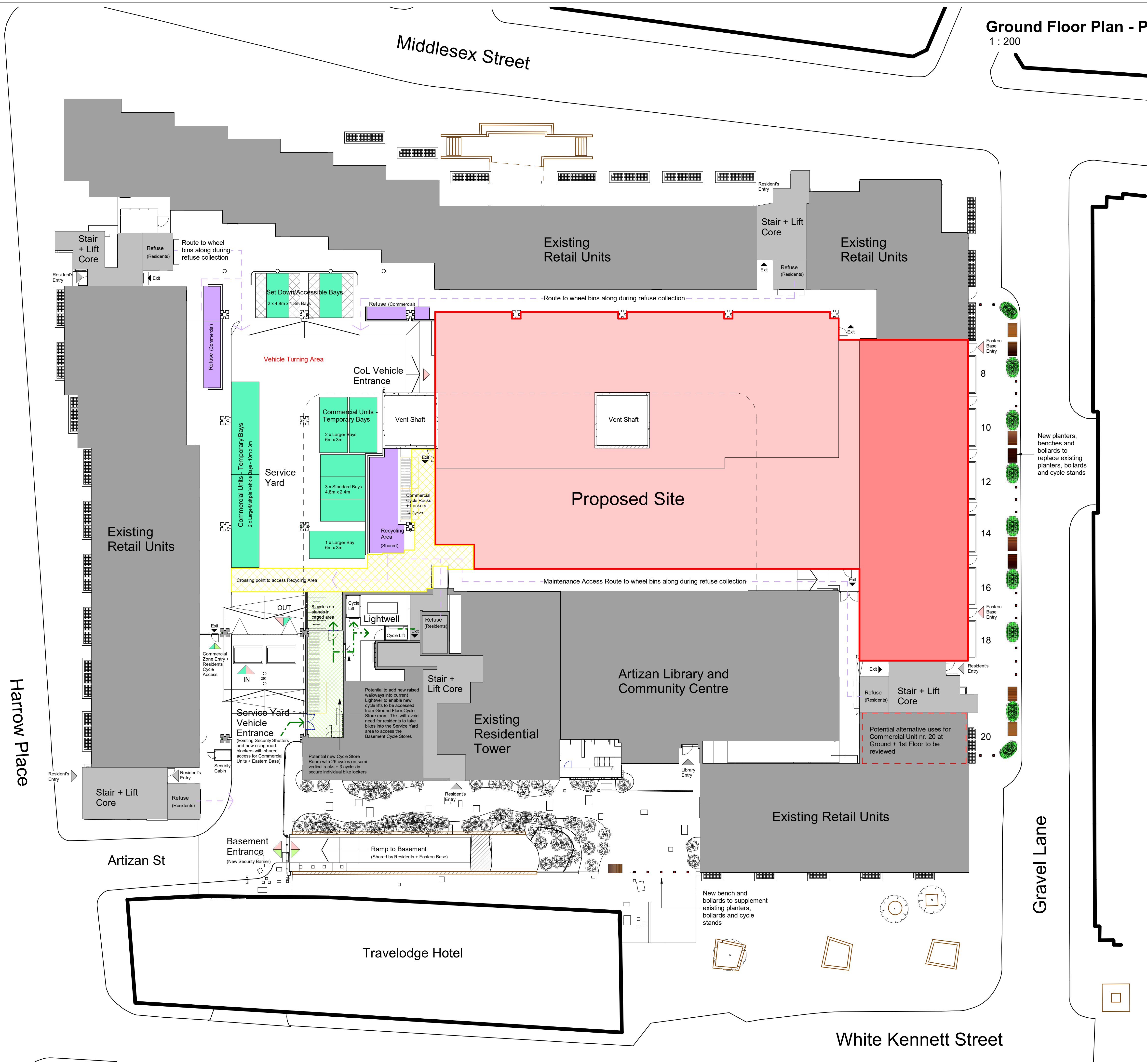
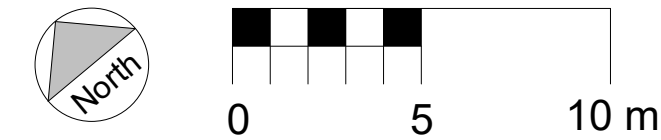
- Key**
- Existing Middlesex Street Estate Buildings
 - Existing Middlesex Street Estate Stair + Lift Cores
 - Existing Shops converted into new Offices + Support Facilities
 - Existing Car Park/Service Areas converted into new Car Parking + Support Facilities
 - New Commercial + Recycling Refuse Stores
 - Commercial Zone - New Parking Bays
 - Residents' Zone - New Parking Bays
 - Residents' Zone - Relocated Garage/ Store Areas

- Notes:**
- Indicative Parking Provision Shown:
- 34nr. Standard parking bays (Note: 6nr. of which could become Accessible Bays if required in the future)
 - 2nr. Accessible Bays
 - 7nr. Motorcycles
 - 203nr. Cycle Spaces comprising:
 - 122nr. semi vertical racks in secure cage
 - 18nr. stand spaces in secure cage
 - 10nr. larger bike stand spaces in secure cage
 - 53nr. secure cycle lockers
- Note: Existing cycle parking provision for whole site is currently 26nr. using 13nr. stands at Ground Floor*
- 14nr. Garages (subject to requirements)

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Ground Floor Plan - Proposed (New Cycle Store)

1 : 200



- Key**
- Existing Middlesex Street Estate Buildings
 - Existing Middlesex Street Estate Stair + Lift Cores
 - Existing Shops converted into new Offices + Support Facilities
 - Existing Car Park/Service Areas converted into new Car Parking + Support Facilities
 - New Commercial + Recycling Refuse Stores
 - Commercial Zone - New Parking Bays
 - Residents' Zone - New Parking Bays
 - Residents' Zone - Relocated Garage/ Store Areas
 - Residents' Zone - Possible New Cycle Store (in addition to main Basement provision)

- Notes:**
- Indicative Parking Provision Shown:
- 3nr. Standard parking bays (4.8m x 2.4m)
 - 2nr. Accessible Bays/ Short Term drop off Bays (4.8m x 4.8m)
 - 3nr. Large parking bays (6m x 3m)
 - 2nr. Large Multi-Vehicle Bays (10m x 3m)
- Mixture of bays provides ability to accommodate a total of between 10 - 14 typical delivery van vehicles
- 24nr. Commercial Unit Cycle Spaces comprising:
 - 20nr. semi vertical racks in secure cage
 - 4nr. secure cycle lockers
 - 37nr. Residents' Cycle Spaces (approx) comprising:
 - 26nr. semi vertical racks in secure room
 - 3nr. secure cycle lockers
 - 8nr. cycles on stands in caged area
- Note:** Layout provides opportunity to access the new Cycle Lifts to the Basement Cycle Stores from within the Ground Floor Cycle Store, avoiding need for residents to take bikes into the Service Yard or through the Tower Block stair and lift lobby.
- Existing cycle parking provision for whole site is currently approx 24 - 26nr. using 'Sheffield stands' at Ground Floor

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**APPENDIX 2
MIDDLESEX STREET ESTATE CAR PARK**

MATTERS RAISED AT WALK-ABOUT ON 24 NOVEMBER 2022

	Matter raised	Response
	Leaseholder email dated 25 November 2022	
1.	The vehicle 'turning circle' on the only available plan, an A4 sized diagram, was literally drawn as a circle. That is not how vehicle tracking is done.	The latest vehicle tracking drawing has been provided that confirms that the large refuse vehicle can turn around in the proposed scheme.
2.	The diagram demonstrates that even just existing amenity could not be provided in the proposed smaller footprint.	<p>The existing facilities on the Ground Floor cannot be replicated. However, they are larger than the traffic survey data can justify in terms of parking spaces for the commercial units.</p> <p>TTP-Consulting undertook traffic counts to assess the number of vehicles entering and leaving the Ground Floor service yard. Based on its findings, the proposed reduced service space for the commercial units will work, if properly managed.</p> <p>Facilities such as commercial unit bins and the main recycling area are also maintained in the proposed new service yard area.</p>
3.	Both disabled parking and cycling provision as shown on the diagram, for example, are entirely inadequate against current regulations.	<p>The requirements for disabled parking and cycling provision quoted by the resident, are only applicable for 'residential' projects where, the London Plan could require over 300 spaces for cyclists (based on the number of residents on the Middlesex Street Estate).</p> <p>The current provision for cycling spaces is 26 and, in line with discussions with the City of London Planning Team, we are looking to greatly improve on this with the current proposal. Currently, we have a mixture of cycle storage options (stands, racks and lockers) which could provide between 190 and 250 spaces in total (depending on where the new sprinkler tank for Petticoat Tower is located and, the type of cycle storage preferred by residents).</p> <p>It should also be noted, that if we were required to strictly follow the London Plan guidance for a new residential project, the</p>

		current 34 allocated parking spaces would need to be reduced in favour of greater cycle parking which, is unlikely to be popular with those residents who currently, have parking spaces.
4.	Can you also advise whether any change to amenity provision on the Estate would adhere to current regulations such as the London Plan.	<p>We are not taking away facilities but, the current parking areas on the Ground Floor will be reduced to a more efficient size for servicing the commercial units.</p> <p>We take the view that it is beneficial to avoid the need for residents to access the areas of the Ground Floor where delivery and refuse vehicles will be moving around. Hence, our proposals take the residents car and cycle parking out of this area and into the basement. This creates clearly defined servicing and residential areas on separate floors.</p> <p>The amenity of the basement will be enhanced by having cycle lift access and, an improved interior environment with better lighting, painted wall surfaces, and marked routes on the floor for pedestrians to follow. CCTV cameras can also be provided to improve security, along with the new high security gates and barriers installed at the entry points to both the Ground Floor service area and the basement ramp as part of our proposal for the Eastern Base.</p> <p>We therefore, do not believe that there will be a loss of amenity but, we do appreciate that residents may consider that the loss of space on the Ground Floor does impact on the level of amenity space available.</p>
5.	Disabled parking for residents alone should be a minimum of six bays according to the London Plan.	As stated previously I relation to cycle parking, we are not working on a residential project where the London Plan provision for accessible bays would apply. However, we have initially worked on providing accessible bays in line with London Plan percentage of 3% but, based on the number of currently allocated resident parking spaces. There are 34 currently allocated spaces, 3% of which, equates to accessible bays. An email has been provided that highlights that we can increase the number of

		<p>accessible bays to eight in the basement if required but, six of these would be part of the current 34 allocated spaces and, are therefore likely to initially be needed by residents who have no accessibility issues.</p> <p>In order to refine and finalise this provision, we will need to identify how many residents have accessibility requirements. If there are more than two residents and, they already have an allocated parking space, we can accommodate this. If more are required over the coming years, we can accommodate this too, up to full London Plan standards.</p>
	Matters raised during walk-about	
6.	Security	<p>Security is as much a key issue for residents as it is for the CoLP and the Eastern Base. Issues with the existing gates and barriers to the car park has only increased residents' concerns.</p> <p>It has been highlighted that the level of security required by the CoLP can only be provided if there is a staffed security check point. This would seem to be something that residents would also welcome as, it would go some way to reassuring them that the CoLP proposal will provide security for everyone.</p>
7.	Impact on access from the existing stair and lift cores on the Gravel Lane and Middlesex Street sides of the Estate.	<p>These cores are available to residents from Ground Floor upwards but, not to access the basement. In reality, this should not be an issue as the Estate has 'gallery access', that means you can go from your flat along the external walkways to the nearest staircase and beyond. If the nearest staircase is the Middlesex Street or Gravel Lane staircase, then you can walk on round to the Harrow Place/Middlesex Street corner to then go directly down to the basement.</p> <p>Alternatively the podium level can be used to give level access to all of the cores (including Petticoat Tower) and, can be used to transition from one core to the other. The problem may be the</p>

**APPENDIX 2
MIDDLESEX STREET ESTATE CAR PARK**

MATTERS RAISED AT WALK-ABOUT ON 24 NOVEMBER 2022

		'optics' and practicalities of a disabled resident being required to do this.
8.	Use of, and access to the Ground Floor for residents.	<p>This is currently something that happens due to five parking bays on this level being allocated to residents, the location of the 13 cycle stands (the only cycle storage facility on the site) and the recycling bins. We have concerns that mixing residents with a commercial service yard is not ideal from a safety point of view especially, with large vehicles going in out, refuse collections etc.</p> <p>The aim of moving resident car and cycle facilities to the basement will need to be explained as part of the planning process but, the key is the inclusion of new dedicated cycle lifts.</p> <p>In terms of the recycling bins, the preference would be that these are only accessed via the lift and stairs in Petticoat Tower, as this stops people wandering through the service yard area. This creates the same issues as Item 7 above, with residents required to use different stairs and lifts. The 45 metres long passageway between the Eastern Base and the library would then only be used for bringing in the paladin bins along from the current refuse store in the Gravel Lane stair core on collection days. This then removes the concerns expressed by residents about this area.</p>
9.	Service yard logistics.	These are being addressed with our specialist consultant, TTP-Consulting. The latest 'tweaks' to the designs have enabled vehicle tracking layouts to prove we can turn larger vehicles around. Our 3D Model can be used to create images of this area to help explain it.

Middlesex Street Estate Residents Door Knocking 15 December 2022

Summary of feedback

Introduction

This summary of feedback has been prepared by Comm Comm UK on behalf of the City of London Corporation (City Corporation) as part of a potential future planning application for the development of parts of the Middlesex Street Estate. It should be read as an appendix to the Section 105 Consultation document that was submitted in July 2022.

On Tuesday 7 December 2022, letters were sent to 247 addresses in Middlesex Street Estate informing them that members of the project team would be visiting them on Thursday 15 December 2022 to ask their views on what could be provided on the areas of Middlesex Street Car Park being considered as surplus to housing use, or at the six Gravel Lane shop units.

A short questionnaire was prepared which could be filled out during the visit with a member of the team or completed afterwards and posted into a post-box at the Artizan Library or sent back via freepost. An online version was also available at www.mse-project.co.uk until 12 January 2023.

Key figures

- 226 homes visited (87 Petticoat Tower, 139 Petticoat Square)
- Around 30% of residents were at home when we called
- 95 feedback forms received:
 - 45 feedback forms filled out with a member of the team
 - 45 responses received via the online form (17 were received after 11/01 resident's meeting)
 - 5 feedback forms received by freepost envelope

<can add blank questionnaire in here>

Written Feedback

1. Do you think that any additional facilities or services are required by tenants in connection with their tenancies?

92 out of 95 answered:

Yes: 72 (78.2%)

No: 16 (17.3%)

Not sure: 4 (4.3%)

2. If you answered yes, what are they?

Some examples of the common themes and comments received are summarised below. The full answers can be found in the appendices.

Fitness, health and leisure uses

- Exercise equipment, gym
- Social club or entertainment for people of all ages
- A community centre for the children to use and the elderly to gather
- Rentable community hire space for parties/community space suitable for children's parties with access to podium and kitchen point
- Play provision for teenagers/for older children and young teenagers. Add facilities for their use in one of the car parks. Eg. gymnasium, ball court, climbing wall etc.
- Relocation of ball cage from podium to ground floor car park
- Communal area to use in the winter for kids
- Extension to existing library.

Transport uses

- Parking for vans/proper area for contractor vans
- More parking for visitors and disabled residents/dedicated disabled parking
- Reasonably priced parking/spaces for family 7 seaters cars
- Electric charge points
- Safe and sufficient bicycle storage including for cargo and electric bikes
- Keep *plenty* of parking spaces for resident's private contractors and deliveries
- Free parking for motorbikes (like at Barbican).

Community Uses

- Accessible Estate office/contact point for local council and NHS services
- A centre for children to meet
- GP Surgery/NHS Dentist/health centre for local community
- One-stop-shop for all maintenance services – hardware, tool hire for repairs
- More storage/bigger storage rooms, there is a waiting list for sheds
- Shared home office spaces
- Space to put unwanted but reusable furniture, white goods, books for residents to take.

Comments from those who didn't think that additional services or facilities were required include:

- None, I only use it for recycling
- Happy with whatever. Let the police come.

3. If you answered yes, do you think they should be provided on the areas of the Middlesex Street Car Park being considered as surplus to housing use, or at the six Gravel Lane shop units?

68 out of 95 answered:

Yes: 53 (78%)
No: 8 (12%)
Not sure: 7 (10%)

4. Do you have any other comments?

Some residents answered this in relation to the previous questions – ie. defining whether the uses they had suggested in question 2 would be suitable for the areas of the car park and/or Gravel Lane. Examples include:

- Car park could be used as a gym
- First floor car park could be used for storage
- These uses should be in first floor space, not at the shops. We still need car park for future generations and need parking for contractors and maintenance/odd job man especially at weekends
- Exercise equipment not suitable for carpark - better on podium.

Other residents used this question to express other comments relating to the surplus use consultation, particularly in the online answers where some very detailed comments were received. Some residents used the question as an opportunity to express concerns about other issues unrelated to the consultation, like the heating system and drinking water. The full answers given are all provided in the appendices.

Conclusion

TBC (see above feedback)

The door knocking team noted a good number of residents that were disinterested in any plans, as they don't own cars and don't use the car park. Many felt the presence of the police is reassuring but were concerned at losing amenities. The exercise was a good opportunity to visit and speak with people who wouldn't normally attend public consultation events, including housebound and elderly residents.

ENDS

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APPENDIX 4 MIDDLESEX STREET ESTATE CAR PARK

Community & Children's Services Committee – 23 January 2023

Middlesex Street Estate – Areas of Car Park and Six Shop Units

Responses to questions raised by Chair of Middlesex Street Estate Leaseholders Association

1. No tangible benefits to residents

Allocation of £3.45million to be ring-fenced for the HRA and, to be used to help fund specific projects across the Middlesex Street Estate.

The main benefit to residents, in terms of improvements to the estate, is an opportunity to undertake remedial works to the podium, which requires works to remedy the defective waterproof membrane. In addition, there will be general upgrades to security measures, lighting and, potentially, the Gravel Lane highways will be connected to pedestrian areas.

This will form a key part of the public consultation and discussions with the Residents Steering Group should the City of London Police (CoLP) project proceed.

2. Flawed 'consultation' and lack of transparency

The Section 105 Consultation had a very specific purpose, which was to seek residents' views on whether specific areas identified in the MSE for future non-housing use, are still required for housing purposes. The scope of this statutory consultation did not include consultation on the CoLP's proposal.

The Corporation has subsequently acknowledged the frustration to residents caused by the 'narrow' scope of the S105 consultation. At the public meeting on 1 November, the Chair of Policy & Resources apologised to residents for this and, gave a firm commitment to ensuring that residents will be much more extensively involved in discussions and consultations on the future use of space within the MSE particularly, with regard to the CoLP's proposal, should it proceed.

3. Report to Committee is one-sided and misleading

It is the officers view that the report does accurately reflect the outcome of the S105 Consultation process and, the views of residents are reflected both in the body of the report and, more extensively, in the 'Summary of Section 105 Consultation' document appended to the report.

It is again acknowledged however, that the report does not (and is not intended to) deal in details with the CoLP's proposal for the use of surplus space within the MSE.

Specific reference is made under this heading to 'electric' charging'. As residents have previously been made aware, the Department is currently in the process of applying

APPENDIX 4

MIDDLESEX ATREET ESTATE CAR PARK

for funding to enable the installation of electric vehicle charging points across all its social housing estates, including the MSE.

4. No serious consideration of alternatives

The Corporation has, in the past, looked extensively at opportunities for alternative residential use across the whole of the MSE.

In 2015, the Corporation considered but decided not to pursue the option of a 'rooftop' extension to Petticoat Tower, that would provide three additional floors of flats as part of the MSE Sustainability Project.

In 2015/16, we completed the development of 24 new homes on the MSE, utilising space at the base of Petticoat Tower and, space previously occupied by the estate office and community centre.

In 2019, we completed the development of 10 new homes on the MSE, utilising underused space recovered from the shop units at podium level.

As residents have been advised, the option to convert the surplus space into social housing has been explored in the past. Unfortunately, however, the first-floor car park does not benefit from sufficient natural light and, any additional accommodation would need to be built upwards, preventing future access for residents to the podium garden. In addition, a development of this scale has significant risks and challenges and, is not considered feasible.

In September/October 2020, the Corporation carried out a marketing exercise, inviting expressions of interest for the use of the first-floor car park. Eight initial bids were received, all relating to the commercial use of the space including hotel, office, workshop, and restaurant use. The most advantageous bid received was from the Bankside Group for proposed office use.

A list of alternatives submitted by residents as part of the S105 consultation and, through subsequent communications, walk-about etc is included at Appendix 1.

5. No 'trickle down' economics

Refer to the response in Section 1 above.

6. Paltry financial 'compensation'

Refer to the response in Section 1 above.

7. Capital expenditure by the City Police v residents' interests

Refer to the response in Section 1 above.

Strategic decisions relating to the MSE, along with corresponding capital receipts, expenditure and asset holdings, are the responsibility of the Corporation, not the CoLP.

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Complications and negative consequences of the CoLP's proposal can be dealt with as part of the discussions and consultations with residents on the future use of space within the MSE particularly, with regard to the CoLP's proposal, should it proceed.

8. Failure to learn lessons

It is correct that changes had to be made to the ventilation system but, this was identified at a very early stage and, paid for by the CoLP project.

The issues with the alarm are accepted and, up until very recently, it was thought that the problem had been resolved. The alarm installation will be reviewed and amended/improved as part of the CoLP's proposal.

9. Space is supposedly 'vacant' due to City's own poor planning

The decision to remove the ramp to the now disused first-floor car park was taken as part of a project to improve the look and appearance of the Artizan Street elevation of the MSE. There is an ongoing project being carried out by colleagues in Environment to install a new canopy to the entrance to Petticoat Tower and to carry out some additional landscaping. This project has been delayed significantly in the past but, it is moving again now, and David Rose and others have been consulted recently on this.

10. No neighbourhood, no plan

There has been, and continues to be significant investment in the homes and communal areas of MSE including:

- Balcony doors and windows (Petticoat Tower)
- Lift refurbishment
- Front door replacement (Petticoat Tower)
- Communal heating replacement
- Replacement stairwell panels (Petticoat Tower)
- Installation of sprinklers
- Flat roof replacement
- Electrical upgrades.

The above equates to around £15million.

In terms of an overall strategy, we are looking at producing a Housing Asset Management Strategy for the whole of our social housing stock over the next 6 months.

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APPENDIX 5
MIDDLESEX STREET ESTATE CAR PARK

ALTERNATIVE USE OF SPACE

	Proposed Alternative Use	Response
	Fitness, health, and leisure uses	
1.	Football or ball cage.	There is already a 'caged' play area at podium level that can be used for football and other similar sports. There are plans to enhance this play area to reduce noise and make it more attractive to use.
2.	Fitness equipment, gym, leisure, or health facilities.	<p>The general feeling is that there is no demand for health facilities (unless investment from a commercial venture) and, we should steer clear of this.</p> <p>The leisure/sports pursuits have merit as set out below. There may be some interest/merit in rehearsal/studio space for bands/musicians. We are looking to provide gym equipment on the podium as part of the project.</p>
3.	Youth club for teenagers.	<p>Youth activity in the car park on the Golden Lane Estate has previously caused some resident concern and, a youth club for teenagers on the MSE may cause similar discontent.</p> <p>We also need to be wary of taking on such a project as this where, the Corporation will need to make significant investment to set up, incur running costs but has no budget (Portsoken Community Centre as an example).</p>
4.	Residents lounge – replacing previously removed lounge and kitchen.	This was an isolated request and officers do not believe that there is a strong demand or need for this.
5.	Pursuits like basketball, skateboarding, tennis, temporary skating rinks, climbing walls, funfair rides (link to article in the Guardian some years ago).	Some, maybe all these activities could work but, some will have more significant implications to residents than others. Cost of equipment etc and, potential for disruption to residents (anti-social behaviour including graffiti) and significantly increased noise levels. Need to assess the likely demand, impact on residents and, whether residents will welcome users from beyond the MSE.

APPENDIX 5
MIDDLESEX STREET ESTATE CAR PARK

ALTERNATIVE USE OF SPACE

6.	Children's play area.	There is already a 'caged' play area at podium level and, there are plans to enhance this play area to reduce noise and make it more attractive to use.
	Transport uses	
7.	Car club or cargo bicycle scheme.	We think this is a good idea and, will assess the design and car club providers in the area to see if a space could be found within Middlesex Street Estate.
8.	More bicycle storage/space to encourage active travel.	Various cycle parking is proposed to cater for a mix of bike sizes. At basement level, there would be some 250 spaces within cycle lockers, secure cages with racks and stands, with a further 24 spaces at ground floor level. We are also reviewing whether the new cycle lift to the basement can accommodate larger adapted cycles. We have recently identified further space at ground floor level that will accommodate around 24 to 26 secure cycle racks/lockers.
9.	Bicycle repair and washing station.	If we can use some of the existing car parking area, we would look at options for a cycle workshop for repairs and maintenance.
10.	Electrical vehicle charging.	New accessible and electric vehicle charging bays will be provided but, numbers are yet to be confirmed as, we are currently working on a bid for funding to enable the installation of EV charging points across all our housing estates including the Middlesex Street Estate.
11.	Parking for vans/contractors' vans etc.	We feel that these are adequately provided for in the proposal for the use of the surplus space by the CoLP and, the introduction of a robust Management Plan for the car parks.
12.	More parking for visitors and disabled residents/dedicated disabled parking.	We feel that these are adequately provided for in the proposal for the use of the surplus space by the CoLP and, the introduction of a robust Management Plan for the car parks.

APPENDIX 5
MIDDLESEX STREET ESTATE CAR PARK

ALTERNATIVE USE OF SPACE

	Community uses	
13.	Food bank	Not considered to be a viable option as, a permanent facility would not be effective or, provide value for money (there is simply not that much demand for this). We are looking to provide a one-day food bank facility in the Artizan Street library.
14.	Deliveries compound/storage	We feel that these are adequately provided for in the proposal for the use of the surplus space by the CoLP.
15.	More garages or storage sheds.	We will look to see how we can make better use of the existing space within the car parks for storage space, particularly, the area currently used by the CoLP that will be returned to us if the new proposal proceeds.
16.	Provision of additional social housing.	<p>The Corporation has, in the past, looked extensively at opportunities for alternative residential use across the whole of the MSE.</p> <p>2015 - Corporation considered but decided not to pursue the option of a 'rooftop' extension to Petticoat Tower to provide three additional floors of flats as part of the MSE Sustainability Project.</p> <p>2015/16 – Corporation completed the development of 24 new homes on the MSE, utilising space at the base of Petticoat Tower and, space previously occupied by the estate office and community centre.</p> <p>2019 – Corporation completed the development of 10 new homes on the MSE, utilising underused space recovered from the shop units at podium level.</p> <p>The option to convert the surplus space into social housing has been explored. The first-floor car park does not benefit from sufficient natural light and therefore, any additional accommodation would need to be built upwards, preventing future access for residents to the podium garden. In addition, a</p>

APPENDIX 5
MIDDLESEX STREET ESTATE CAR PARK

ALTERNATIVE USE OF SPACE

		development of this scale has significant risks and challenges and, is not considered feasible.
17.	Something to generate income for other resident facilities.	The CoLP proposal will generate significant funding for housing purposes, some of which can be used to help fund specific projects across the Middlesex Street Estate.
18.	Non-specific housing-related community use including community hire space, shared home office space.	This has been considered in the past and although, some short-term projects were implemented, these were limited and ultimately did not last.
19.	Community Centre.	We already have the new Portsoken Community Centre that should serve the needs of Middlesex Street Estate residents. There appears to be no need for another community centre and, as above, we need to be wary of taking on such a project as this where, the Corporation will need to make significant investment to set up, incur running costs but has no budget.
20.	Extension to the existing library.	The existing library facilities are deemed to be adequate and, there is no evidence to suggest that the facility requires extending.
21.	One-stop shop for all maintenance services – hardware, tool hire for repairs etc.	There appears to be no real demand for this service as evidenced in the past by difficulties in letting shop units on the MSE.
	Improvements needed to current uses	
22.	To make it safe and secure for residents' travel and access needs.	Improved lighting and security, additional CCTV and access-controlled entry is already included in the project. A key focus is improving lighting and security in the basement as concerns have been raised by residents about this car park.
23.	Improve space to make it better and safer.	As above.
24.	Needed for fire access and those with disabilities.	We feel that these are adequately provided for in the proposal for the use of the surplus space by the CoLP.
25.	Needed for current waste and cycling facilities.	We feel that these are adequately provided for in the proposal for the use of the surplus space by the CoLP.
26.	Active frontages and bigger areas for circulation needed to be safe and modern.	If the project was to go forward, there is an opportunity to increase the level of activity within the current shop frontage and improve the overall appearance of the public realm. Translucent

APPENDIX 5
MIDDLESEX STREET ESTATE CAR PARK

ALTERNATIVE USE OF SPACE

		inner windows would allow the 'movement' of occupants within the building to be seen (but not in detail for security reasons). An area is included behind the outer shop front that creates display spaces. This could be for community art or other projects locally that could benefit from the space. It would need to be curated and the contents of the displays changed regularly. A landscape architect has been appointed to work with the design team to help enhance the streetscape and ensure suitable planting and planter sizes are provided to sustain trees or planting. Improvements to the paving would also be considered as part of the works.
27.	Structural improvements needed in terms of falling masonry and water ingress.	Depending on location, defects of this nature will be picked up either by the repairs and maintenance contractor or, as part of the enabling works for the project.
28.	Relocation of football/ball cage to ground floor (to reduce noise on podium level).	<p>This is fraught with all sorts of problems relating to health and safety and would probably not meet current regulations in any event.</p> <p>Our current thinking is to retain the play area outside with fresh air and natural light rather than relocate it internally to mix with vehicle movements.</p>
29.	Accessible Estate Office/contact point for local council and NHS services.	The CoLP proposal will include provision of a more accessible Estate Office.
	Commercial uses	
30.	Proposal to use redundant first-floor car park for commercial office use.	The proposal to convert the first-floor car park into commercial office space was a 'time limited' offer that has subsequently fallen away. Progressing that offer would have required the permanent disposal of the space in the first-floor car park which, at the time, was not something the City Corporation wished to pursue.
31.	Shipping containers for holding workshops and courses.	This has merit and, is something that has been considered previously (not the shipping containers) in relation to studio space

		for arts and crafts industry. The possibility for incubator/start up spaces.
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We are aware of concerns raised by the Portsoken members, commercial tenants and residents regarding the surplus declaration and possible use, if declared surplus, of Middlesex Street Estate car park by City of London Police. To help provide reassurance, we have set out below our responses to those concerns we can respond to and, highlighted others where we have yet to reach a conclusion. We will continue to provide Portsoken members with regular updates on all of these areas as the project moves forward.

Rent Arrears - We are engaging with all commercial tenants to discuss their individual circumstances and options around payment plans etc.

Compensation - We have agreed to provide practical and financial assistance to the four commercial tenants who would be directly impacted by the project. The financial assistance has been set as a provisional sum of up to £315,000 but, the allocation will be reviewed. Practically, we are committed to helping these commercial tenants and will give them first refusal on available units. However, any new tenancy agreement on an alternative unit would require a review of the rent levels.

Why are the shops being used as part of the scheme - The shops would provide the 'touch down' office space, separate ground floor access and would be the only source of natural light to the space. The office function cannot be separated from the vehicle compound as City of London Police officers will need to use the office spaces before and after their shifts.

Provision of an estate office - We have taken comments on-board and will look at the option to create a new estate office if the project goes ahead. We are looking at options now for the ideal location and this will be a key part of any community consultation. Details about how the office would be resourced is currently being looked at and the possibility of a car park attendant is also being considered.

Additional sports facilities - The podium works to replace the waterproof membrane create an ideal opportunity to review this space. Again, community feedback has provided us with some excellent guidance, and we will look at whether exercise equipment can be installed. We will also review the ball court and how soundproofing can be improved as part of the upgrade of the podium.

Individual cycle cages - Additional and improved cycle storage for residents and commercial tenants would be provided as part of the project. A new cycle lift would be installed for residents to easily move bikes between the ground floor and basement storage. We are also planning to provide secure cages for electric bikes.

Car park roller shutters - The design of the shutters is being reviewed as part of the project. Feedback on this issue has been very valuable and we are working with City of London Police to make sure future shutters are fit-for-purpose and reliable.

Improved security - Improved lighting and security, additional CCTV and access-controlled entry is already included in the project. A key focus is improving lighting and security in the basement as concerns have been raised by residents about this car park.

Guaranteed parking space - We can confirm there will be no loss of currently allocated resident car parking spaces nor garages. Every resident who currently has a parking space and every resident who has a garage, will also be offered a direct replacement once the work is complete. There will be no reduction in the number of allocated disabled parking bays.

Relocation of parking spaces

- Five car parking spaces currently allocated on the ground floor would move to the new residents' car park in the basement and six garages would need to be moved.
- The 34 currently allocated parking spaces would be re-provided in a new and improved residents' car park in the basement.
- Two further accessible car parking bays are included along with 7 motorcycle bays in the basement.
- Two additional accessible parking bays are included at ground floor level along with a mixture of bay sizes for a variety of vehicles for use by commercial tenants.

Guaranteed storage space - We can confirm that every resident who currently has a shed will still have one. No sheds will be relocated as part of the scheme. Five sheds at ground floor level may need to have new doors fitted and an over-panel added above to provide fire protection to the current escape route from the tower staircase/lifts out to Artizan Street. The request for additional sheds will be reviewed and these will be included wherever possible within the design.

Improved disabled access - The scheme has reviewed dedicated disabled access, and we will undertake a further review to make sure all possible accessible routes have been included and maximised within the design.

Delivery bays and contractor parking - Temporary delivery bays and space for contractors' parking have been reserved within the ground floor car park. This will not impact residents' parking or access to garages or sheds during the construction period.

Vehicle charging points New accessible and electric vehicle charging bays will be provided, numbers are yet to be confirmed as there is also a wider estate project on this.

Car share/ car club - We think this is another good idea from the community and will review the design and car club providers in the area to see if a space could be found within Middlesex Street Estate.

Review of space and ancillary functions for the surplus declaration - We have undertaken frequent visits to review the use of the ground floor service area and basement car park and they are significantly under-used. There are 34 allocated resident parking bays of the current 67 spaces across both floors.

Bicycle parking provision - Various cycle parking is proposed to cater for a mix of bike sizes. At basement level, there would be some 250 spaces within cycle lockers, secure cages with racks and stands, with a further 24 spaces at ground floor level. We are also reviewing whether the new cycle lift to the basement can accommodate larger adapted cycles. In addition to this and as long as we are able to use some of the existing car parking area, we would look at options for a cycle workshop for repairs and maintenance. We will also work with all commercial tenants to understand their needs and whether zero carbon transport ideas could work.

Could a games area in the ground floor be explored - Our current thinking is to retain the play area outside with fresh air and natural light rather than combine it in internal areas with vehicle movements.

Poor layout adding new long corridors and unsupervised corners - The proposals aim to separate the commercial use of the ground floor service area from the residents' parking in the basement to help improve safety. As part of the project, both the service area and basement car park will have

new security barriers and gates to prevent unauthorised access and improve safety. We are also looking into a car parking attendant to control and monitor entrances, the service area and car parks.

Use as a police station, the number of police vehicles on estate and sirens - The proposals are not for a police station. The plans are for office space, parking, and storage areas to support the City of London Police. The number of vehicles movements at peak times is estimated to be the same as the current basement compound. Traffic studies are being carried out and would form part of any planning application.

The active frontage and the proposed public realm design - Of the six shops being proposed for re-use, one is currently vacant and there is limited activity within many of the units. If the project was to go forward, there is an opportunity to increase the level of activity within this frontage and improve the overall appearance of the public realm.

Translucent inner windows would allow the 'movement' of occupants within the building to be seen (but not in detail for security reasons). An area is then included behind the outer shop front that creates a display spaces. This could be for community art or other projects locally that could benefit from the space. It would need to be curated and the contents of the displays changed regularly.

A landscape architect has been appointed to work with the design team to help enhance the streetscape and ensure suitable planting and planter sizes are provided to sustain trees or planting. Improvements to the paving would also be considered as part of the works.

Communication - City Corporation officers are organising an estate-wide engagement exercise on all issues and concerns for residents and commercial tenants. The City of London Police Commissioner has stated on a number of occasions that they want to be good neighbours, understand the concerns around the use of the space and are also looking at how it can work with residents to maximise the benefit of any re-development. If the space is declared surplus, a working group of City of London Police, City Corporation officers, Members, and Chairs of the Residents, Leaseholders and Retail Associations, and eventually contractors, will be set up to meet monthly.

Servicing Plan - A Management Plan for the Car Park is being drafted by the Department of Community and Children's Services for approval by members. This will include the strategy, resources (proposals for a car park attendant), and funding. The high-level particulars of the Plan will be presented at the C&CS Committee 23rd January with a detailed plan to follow.

Parking on the Ground Floor – The CoLP vans cannot fit in the Basement and therefore the Ground Floor is required for CoLP accommodation. However, even if the CoLP compound was completely removed from the Ground Floor there would not be sufficient space to accommodate all the residents parking, commercial parking, and enhanced cycle parking.

The request for Cycle Parking, Disabled Parking and Delivery Van Spaces means the Ground Floor will only be able to accommodate 26 spaces (residents need 34).

Our current Ground Floor layouts also show between 10 to 14 dedicated spaces for commercial units to use (depending on vehicle types) for deliveries, these delivery vans would also not be able to fit in the basement either, or would it be logistically convenient.

Lifts and Accessibility - The Basement is currently being redesigned to ensure the residents have access to at least three lifts and not two. In addition, the accessible parking bays for residents are provided on the Ground Floor.

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