

**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>

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		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

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		<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>

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		'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.