

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.