



**Middlesex Street Estate**  
**Planning Applications Sub-Committee**  
13<sup>th</sup> February 2024

# Middlesex Street Estate (Portsocken Ward)



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50m



Red line outline of 'amalgamated site' within the Middlesex Street Estate across Basement, Ground and 1st Floors

Area contained within red line: 5,240sqm

**Location Plan**

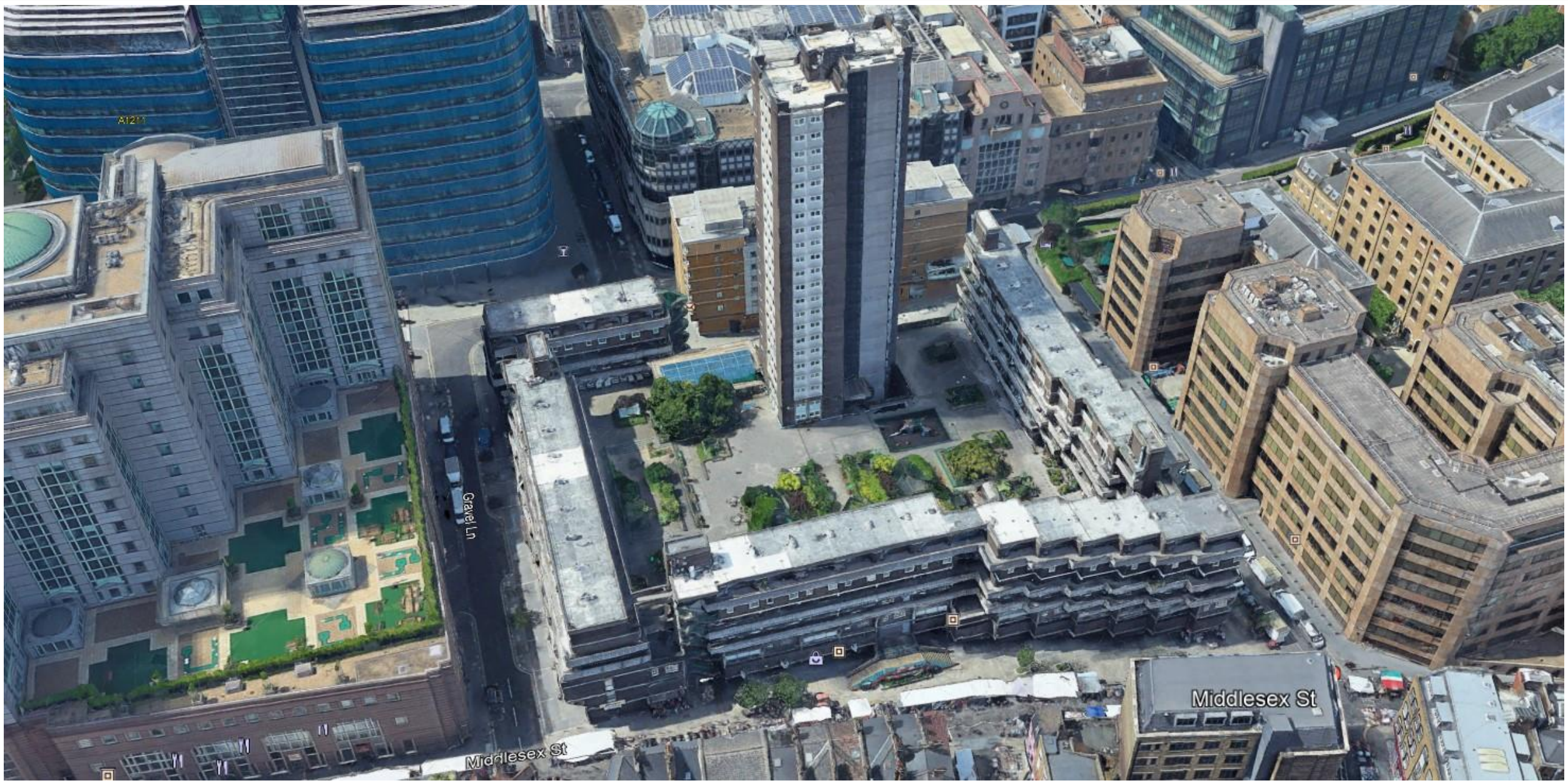
**Site Location Plan**

## CoLP Eastern Base



- With the closure of Bishopsgate Police Station, it is essential that the City of London Police has an operational base in the East of the City. This will enable officers to be based in close proximity to the highest demand areas in the City.
- The majority of community-based teams patrol on foot or bikes therefore being based in the east of the city will be essential for visibility, quick response to calls for service and essential in reducing the fear of crime – through good visibility of police in the local area.
- Whilst the new Headquarters building in the Fleet Street area will house a number of our units it is deemed essential there is a base in the east of the City to maintain the high visibility presence and response currently have.
- As with the current City of London Police secure compound within the Middlesex Street Estate, the Eastern Base will be used by operational police officers from various Local Policing Teams who will muster at the base and then go out on patrol by foot, cycles and in vehicles to serve the community.

# Middlesex Street Estate (Portsoken Ward)



Aerial view of Site Location (looking south west)

# Site Selection



Salisbury Square Development

Middlesex Street Estate

Discounted Locations

Frontage to Gravel Lane comprises:

CoLP Eastern Base –

6no. existing shop units 8 to 18  
(red outline)

New MSE Community Facilities –

(Residents' Gym, MSE Management  
Office + stores) - Unit 20  
(green outline)



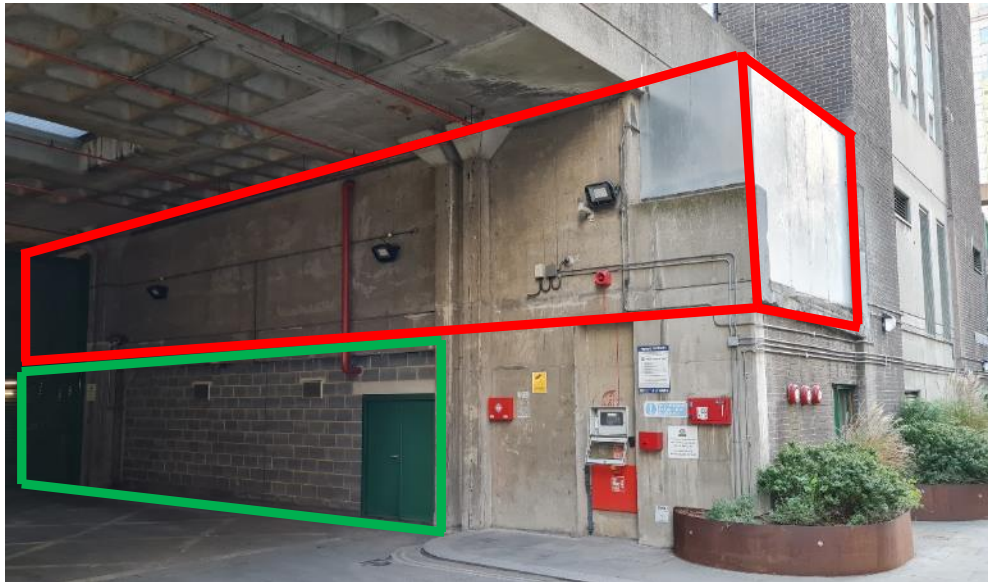
Existing Gravel Lane Frontage

Frontage to Artizan Street comprises:

CoLP Eastern Base –

Former car park entrances + open area above boiler room (red outline)

New MSE Community Facilities –  
Devonshire Club Store (Residents' Cycle Stores)  
(green outline)



Existing Artizan Street Frontage



Entrance to Ground Floor Service Yard ↑



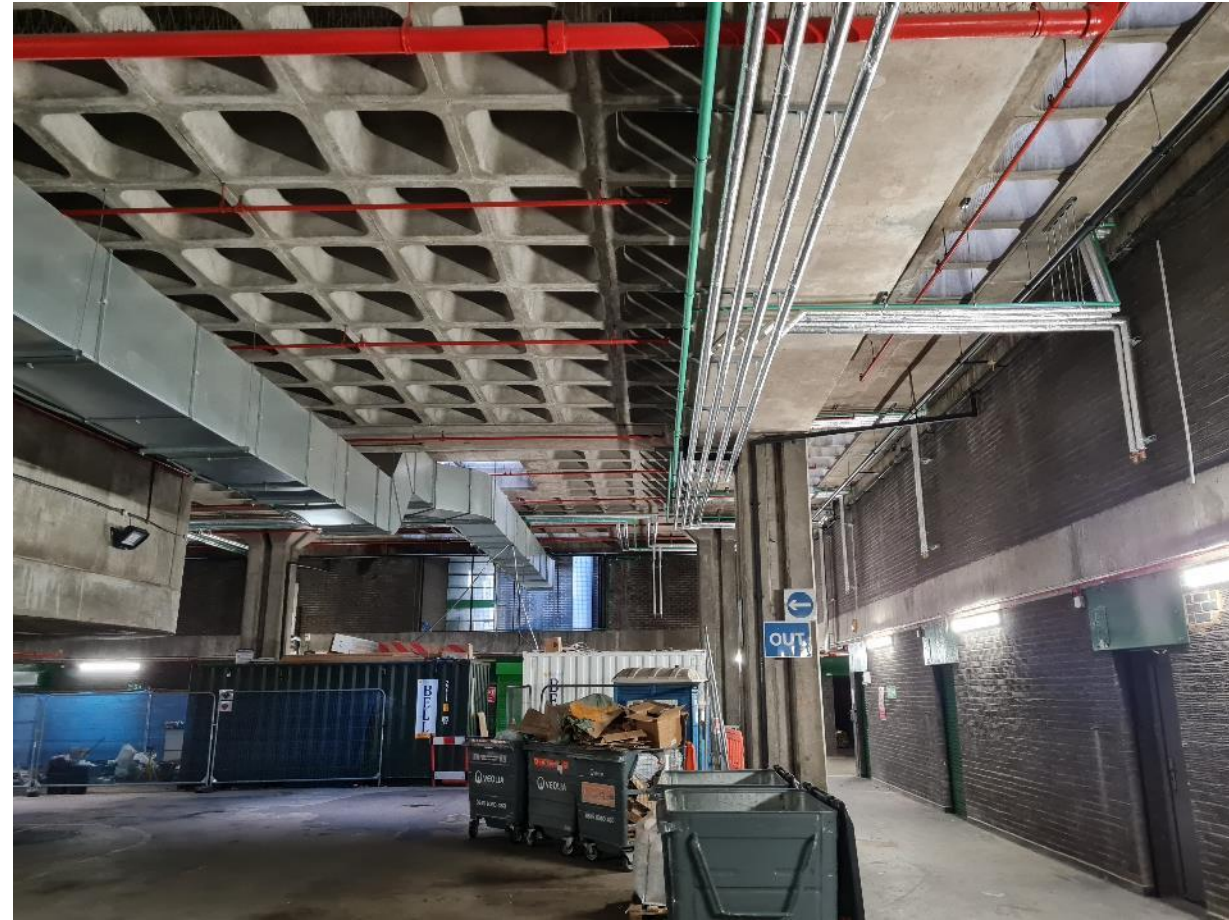
↑ Ramp to Basement Parking

Existing Vehicle Entrances – Artizan Street





Looking towards Gravel Lane ↑



Looking towards Middlesex Street ↑  
*(back of Gravel Lane shops to right)*



Looking towards Harrow Place ↑  
(+ existing CoLP Compound)



Looking towards Gravel Lane ↑  
(back of Gravel Lane shops to right)



Looking towards Artizan Street ↑



Looking towards Gravel Lane ↑  
(+ *sunk garden area of Podium above*)



Looking towards Gravel Lane ↑

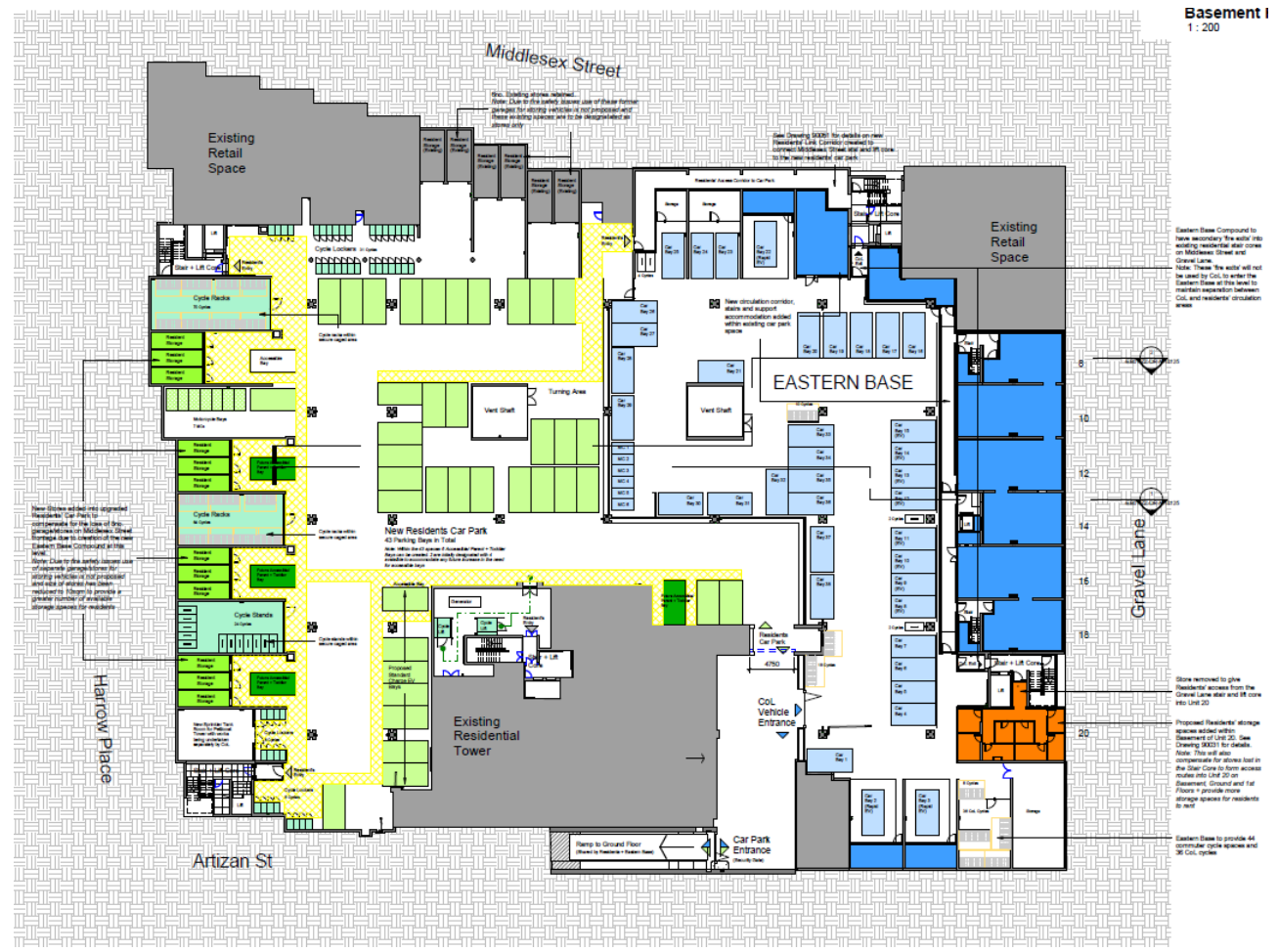


Looking towards Artizan Street →  
(+ *sunk garden area*)

Existing Podium Area

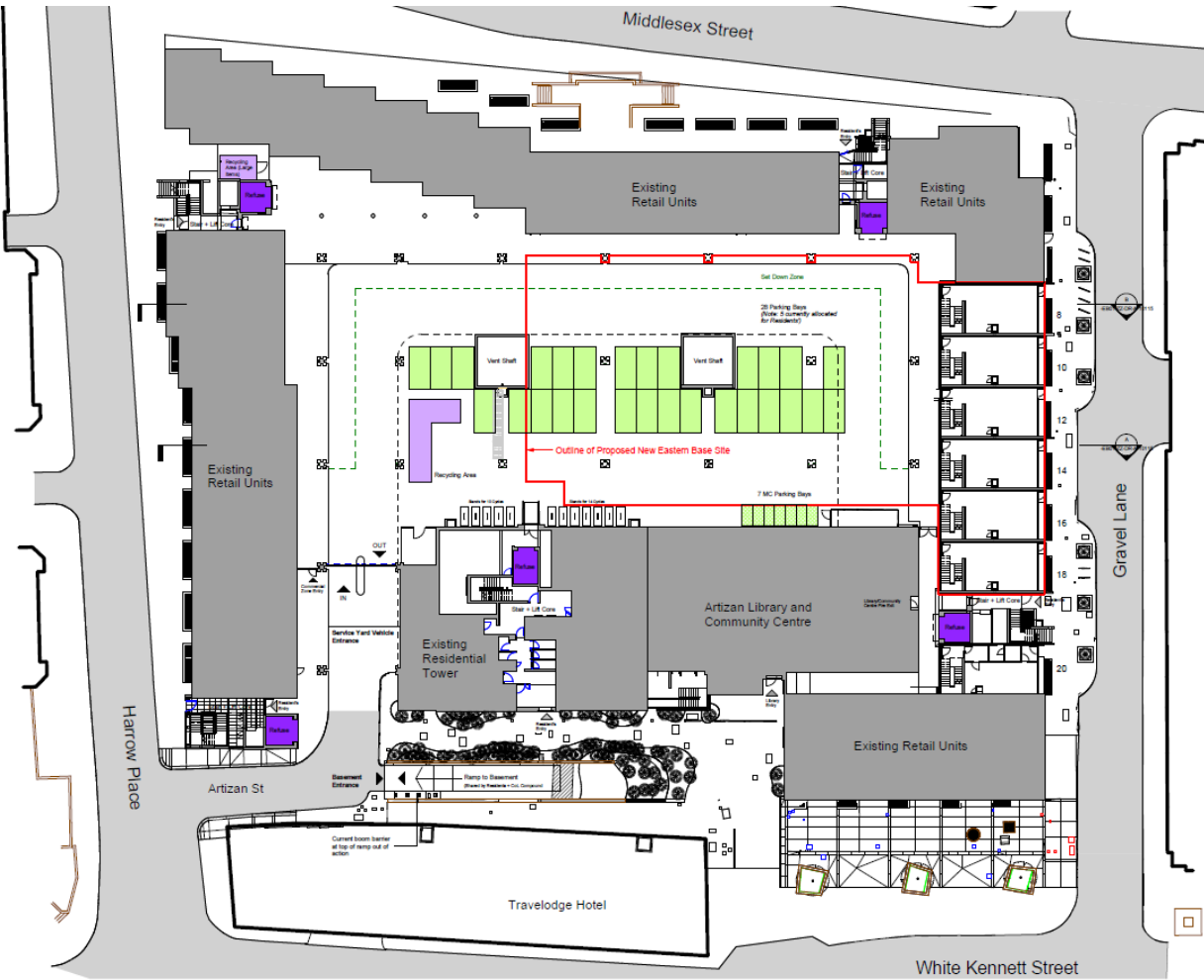


Existing ↑

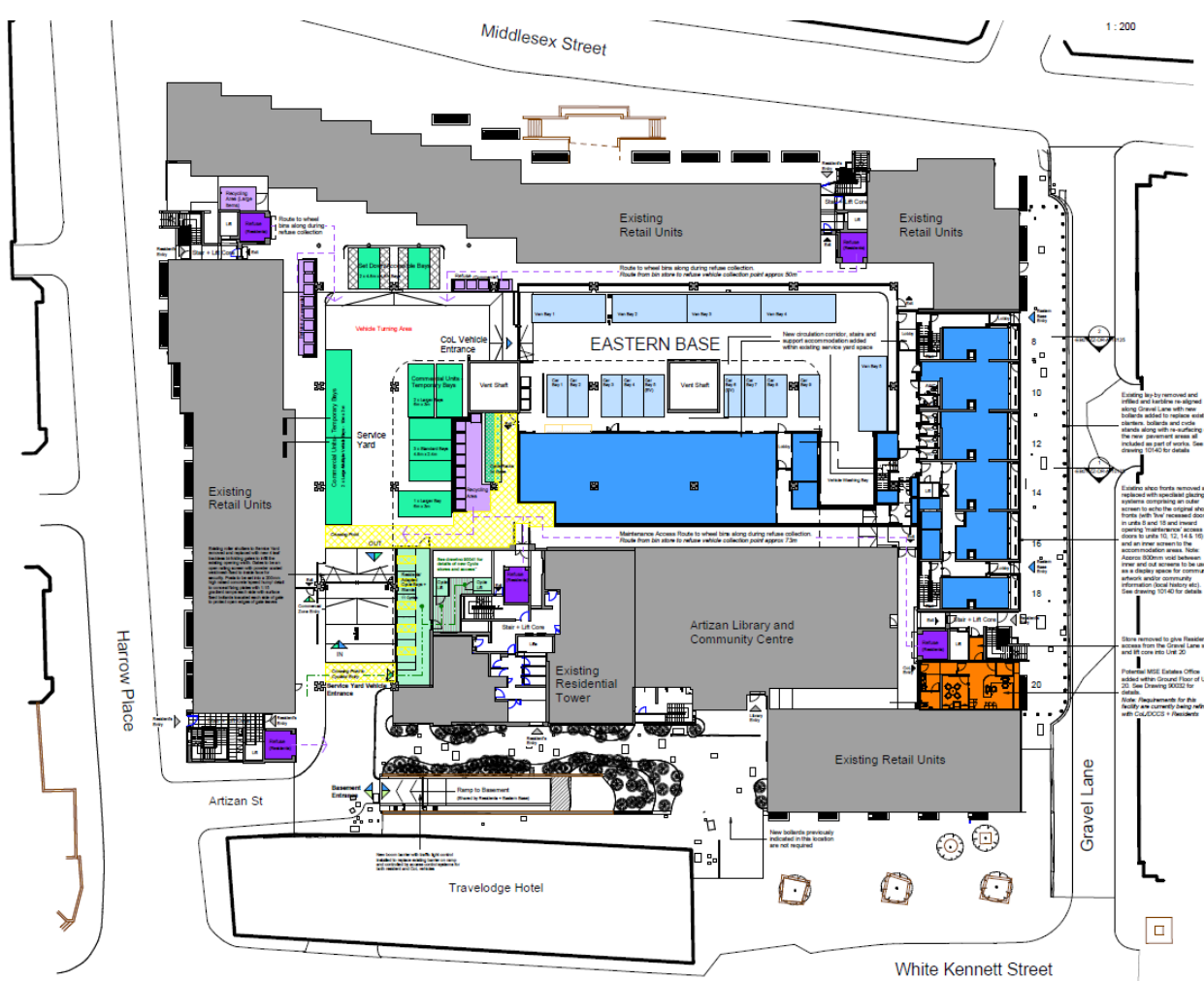


Proposed ↑

# Basement Plans



Existing ↑



Proposed ↑

Ground Floor Plans

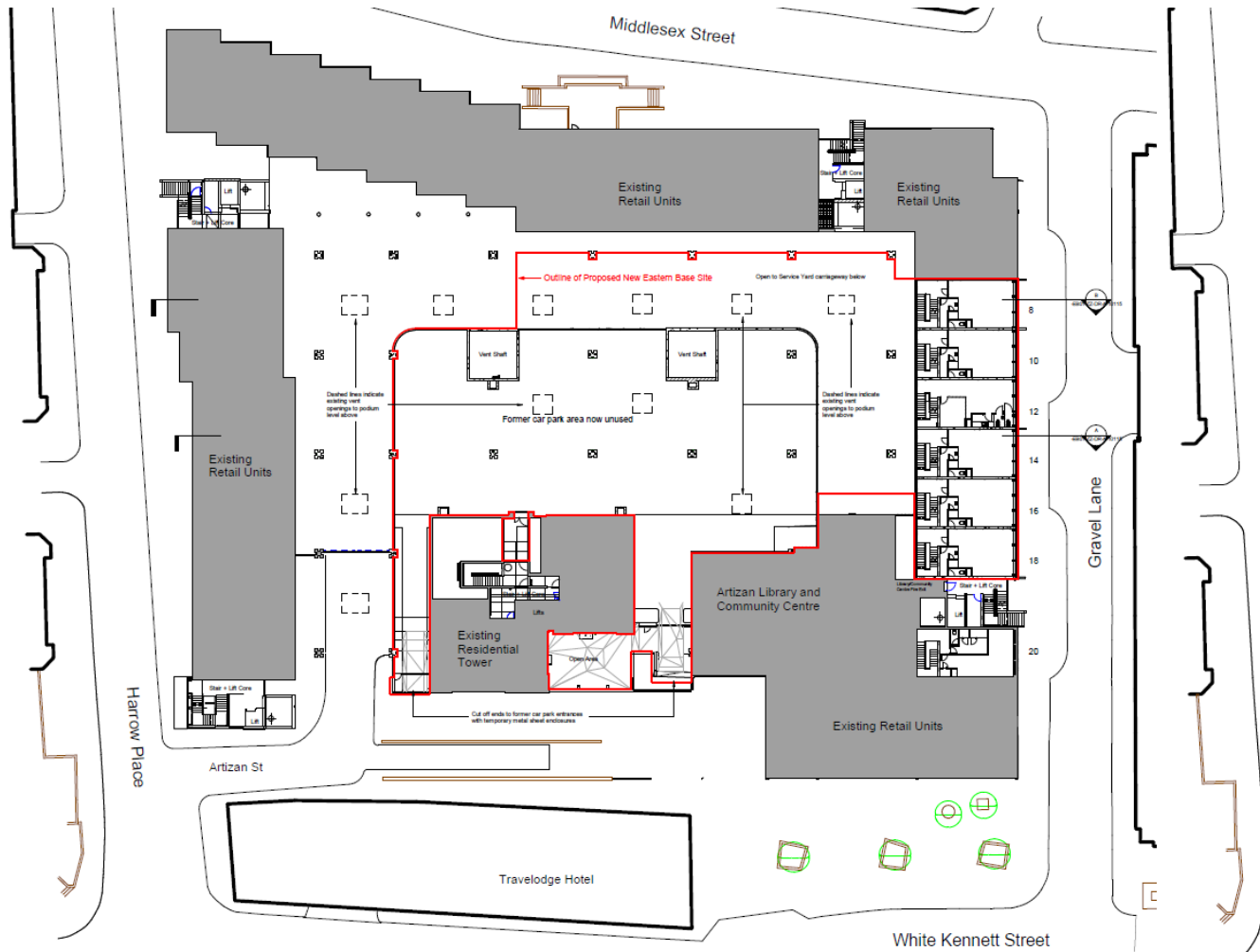
Existing shop fronts removed and replaced with new shop front and signage. See drawing 00142 for details.

Existing shop fronts removed and replaced with new shop front and signage. See drawing 00142 for details.

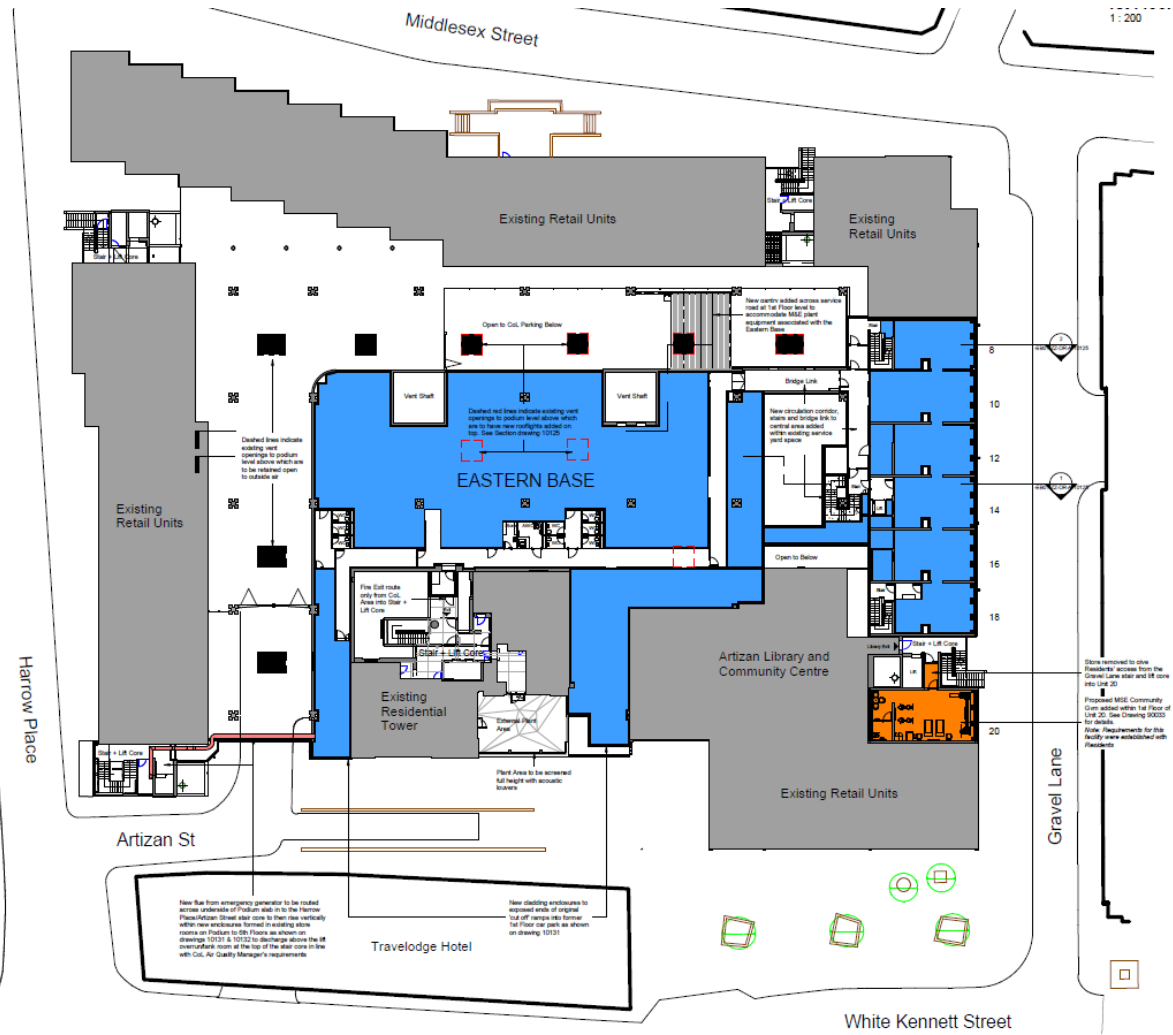
Shop removed to give Residents access from the Gravel Lane end and to come into Unit 20.

Former MSE Estab Office will be used for ground floor of Unit 20. See Drawing 00022 for details.

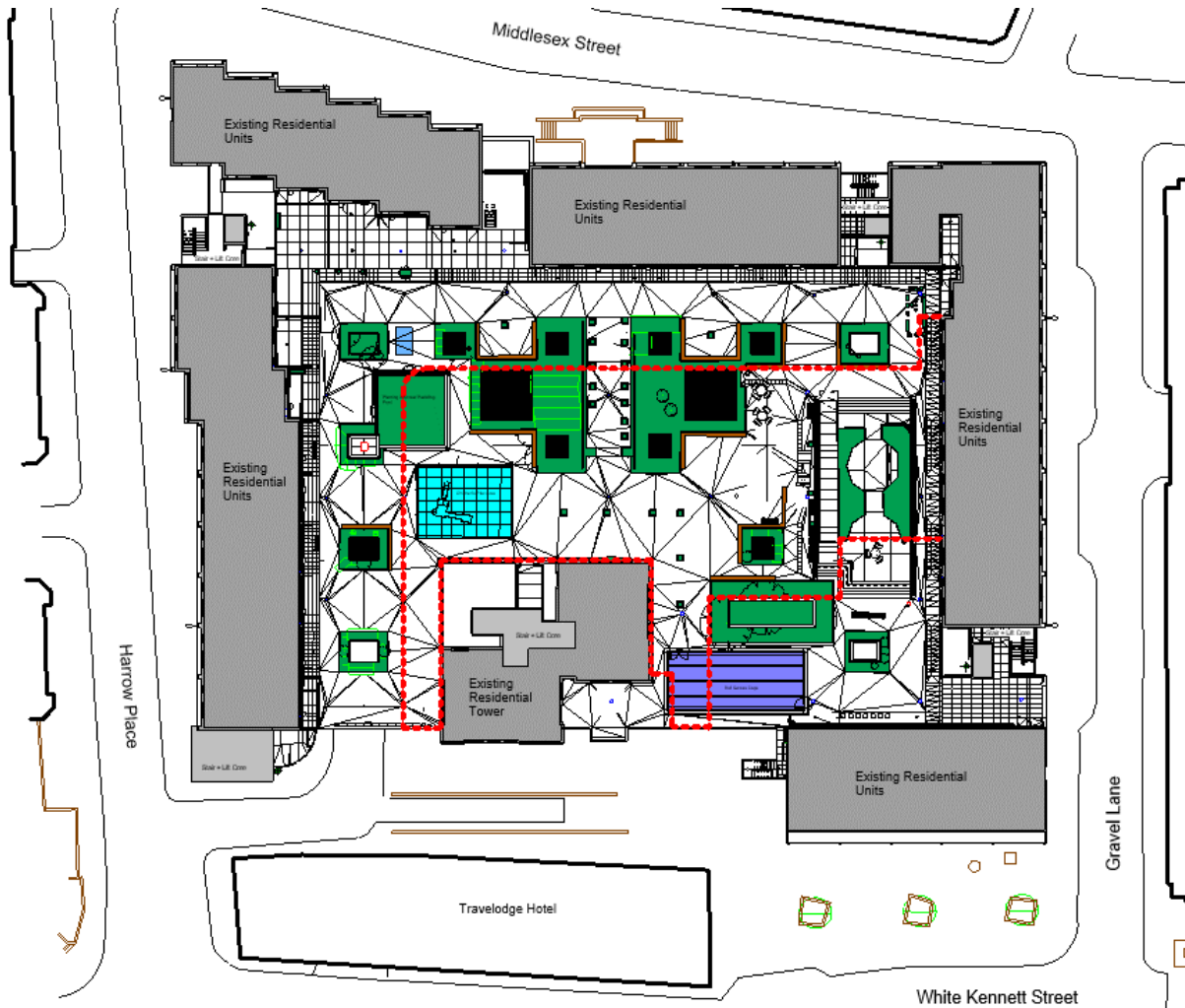
Other requirements for this building are currently being reviewed with DASH/DCS + Residents.



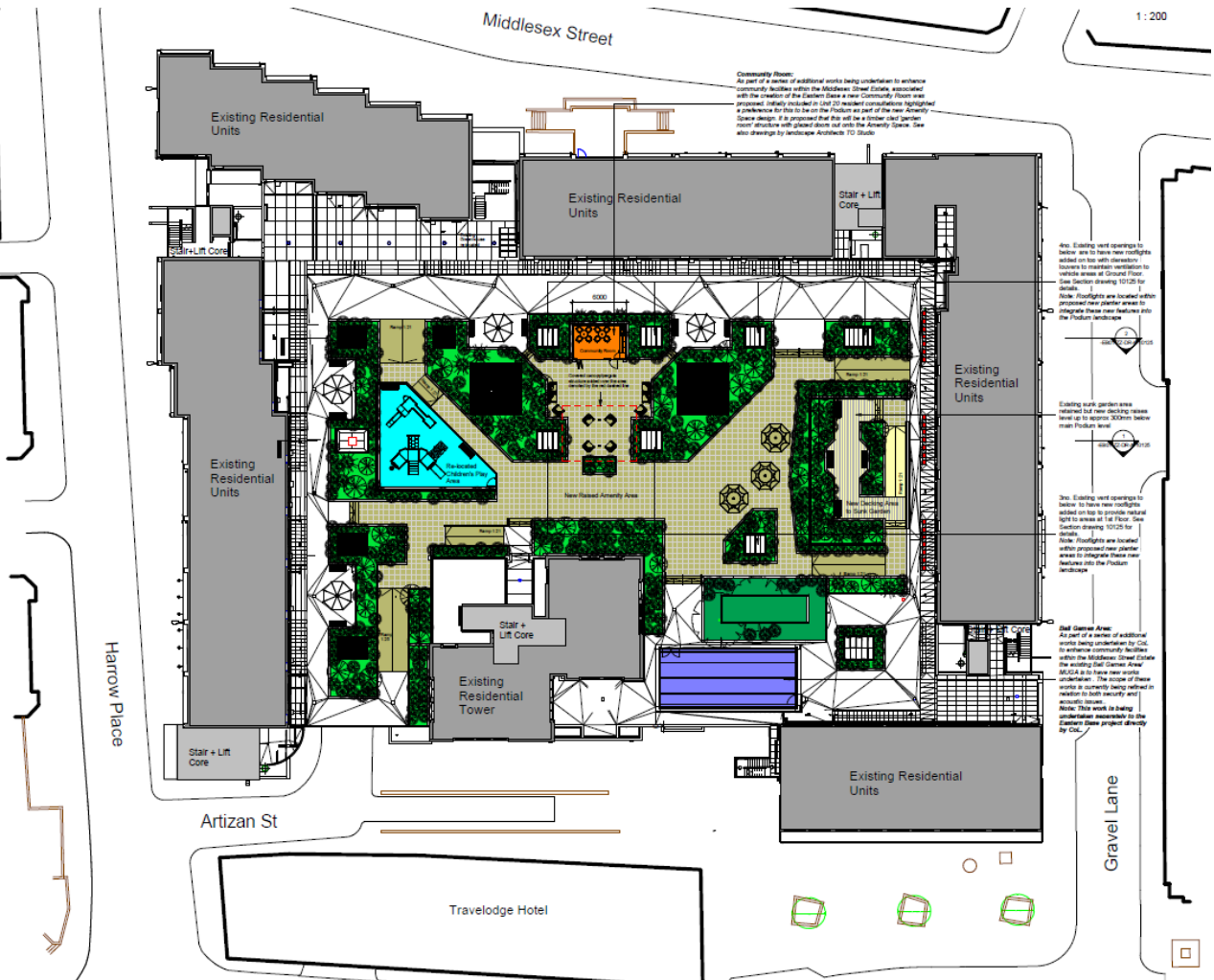
Existing ↑



Proposed ↑



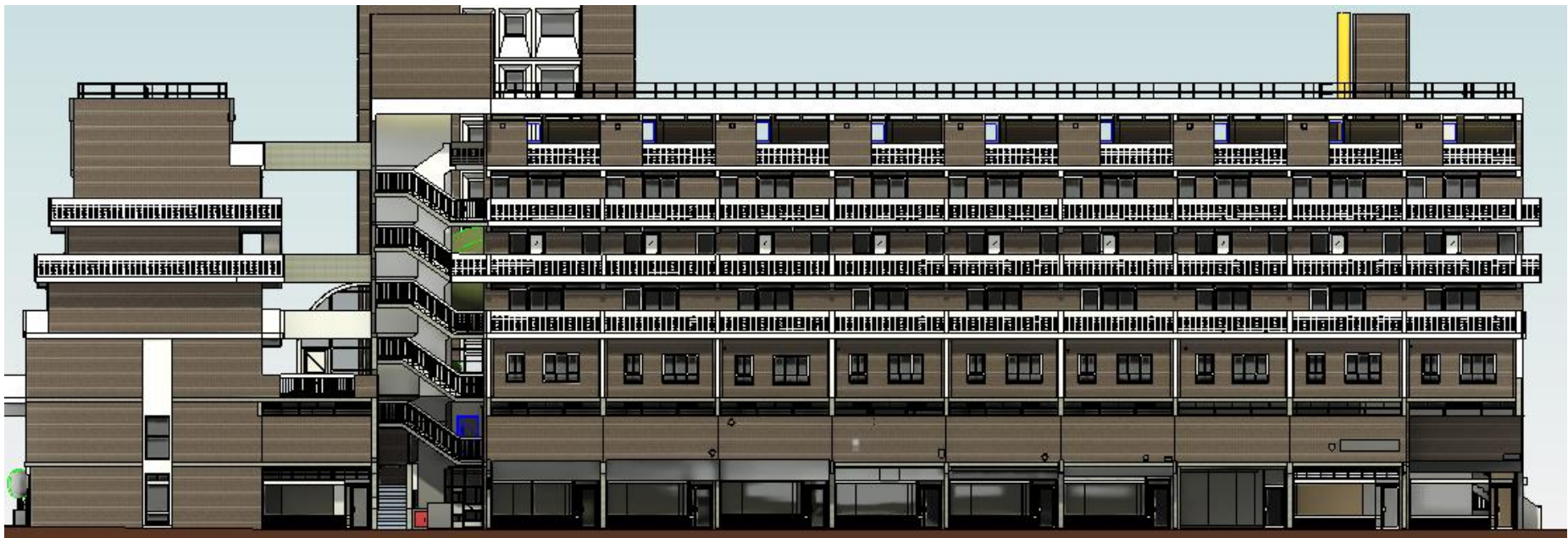
Existing ↑



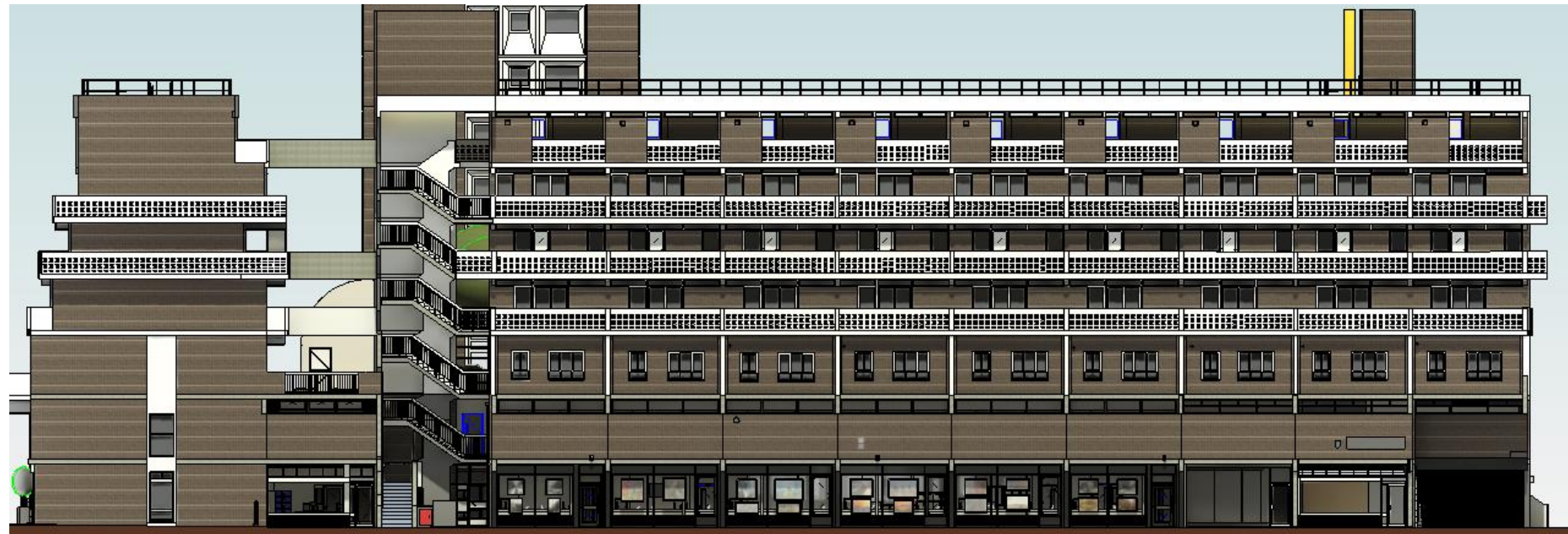
Proposed ↑

Podium Plans





Existing ↑



Proposed →

### Gravel Lane Elevations

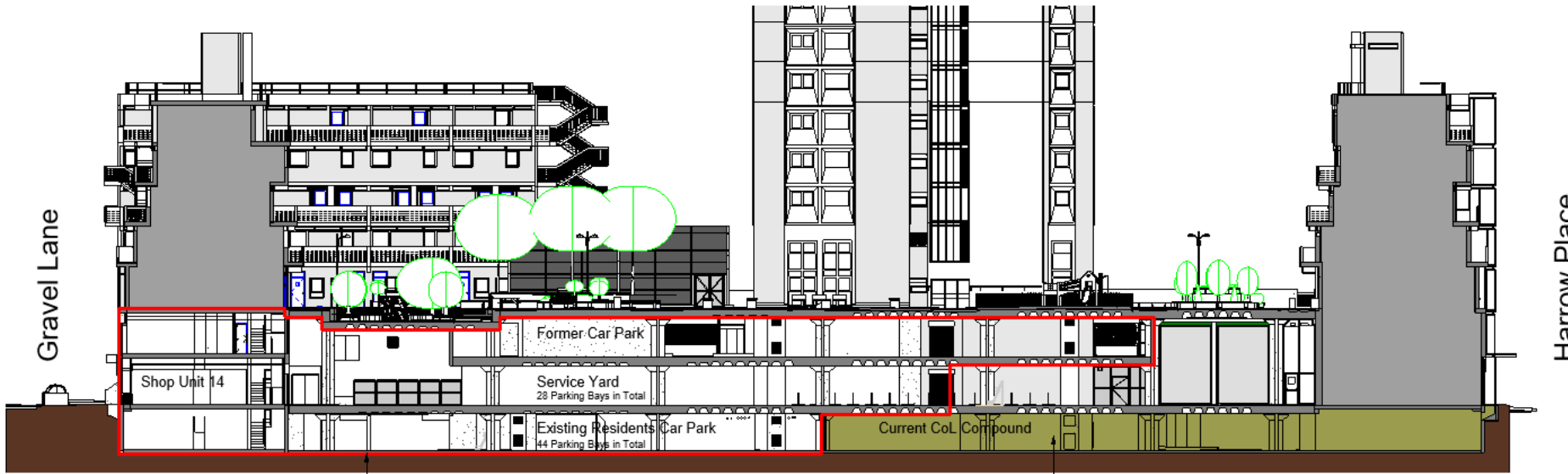


Existing ↑



Proposed →

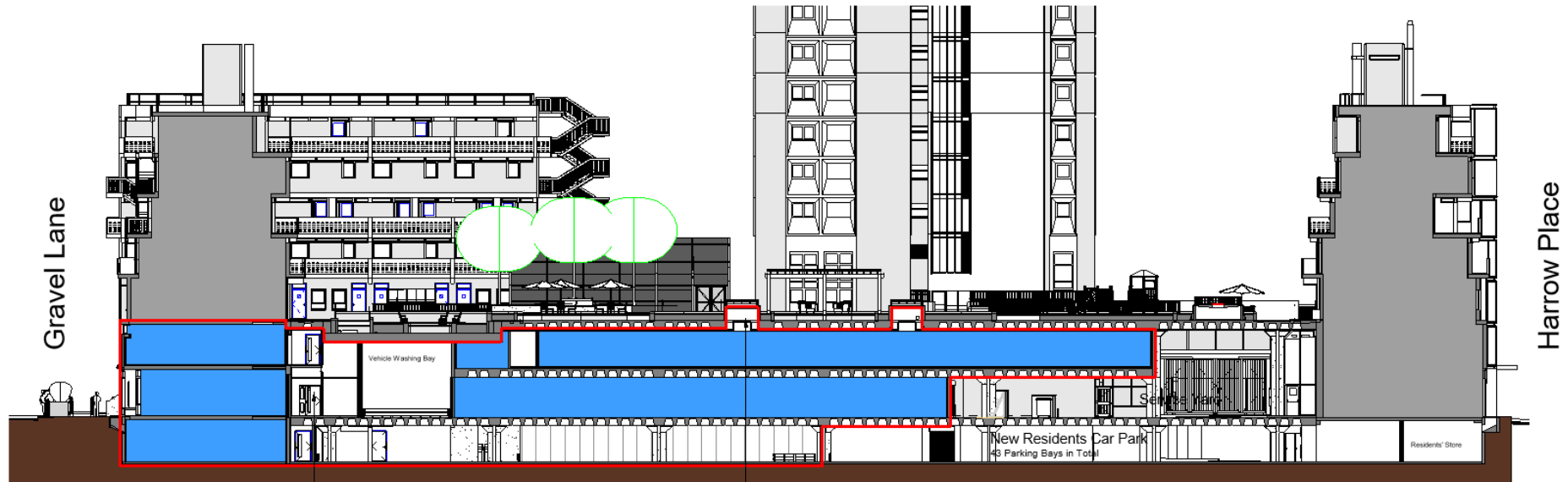
### Artizan Street Elevations



Red Line denotes outline of proposed Eastern Base

Existing CoL Compound to be removed

Existing ↑

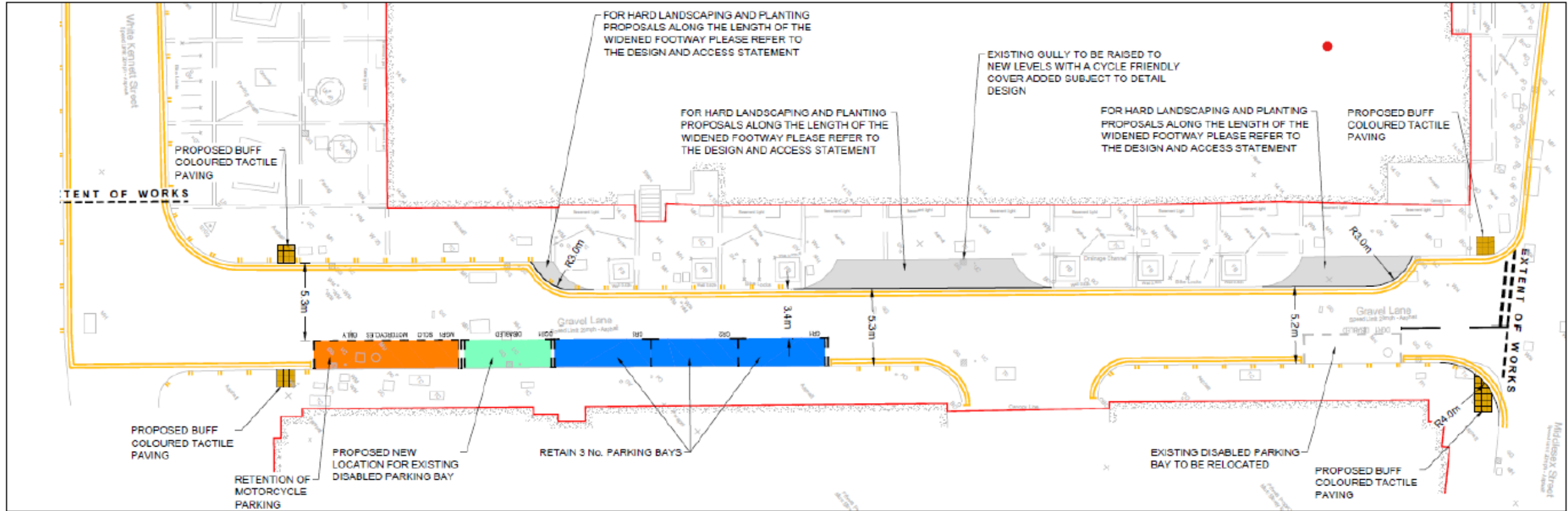


Proposed →

New circulation corridors at Basement, Ground and 1st Floors and new stairs between Ground and 1st added within existing service yard space

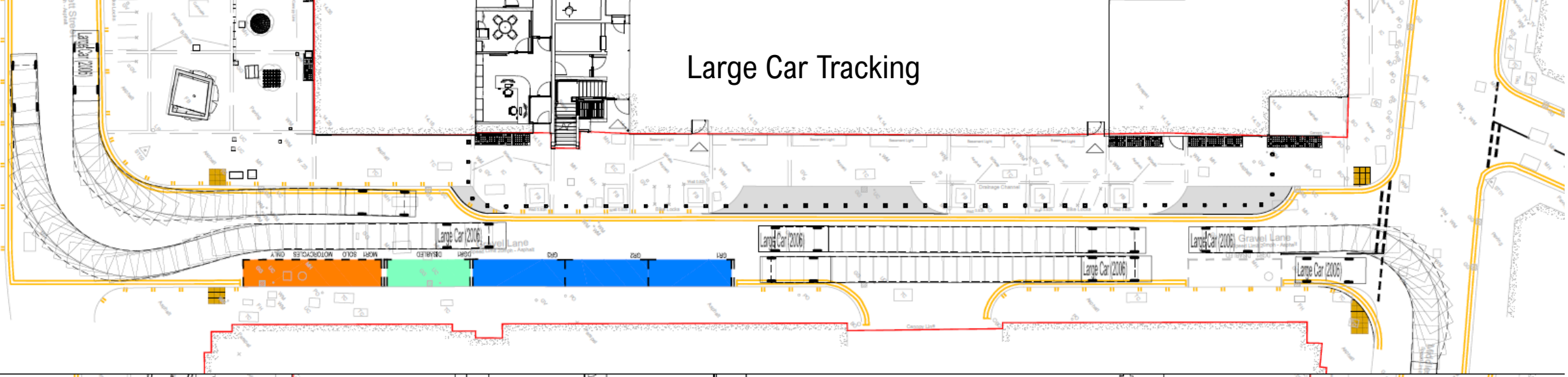
Sealed rooflights added to 3no. existing openings in Podium slab all as original application Ref:P23/0170

## Sections

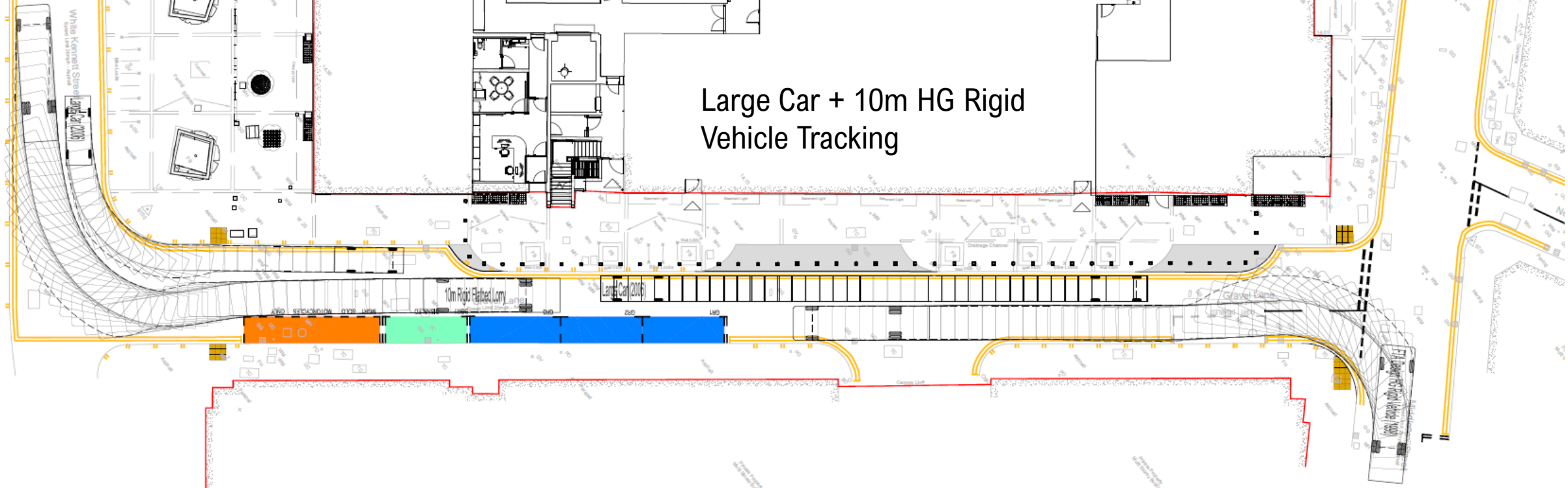


Transport – Proposed Gravel Lane Works

# Large Car Tracking



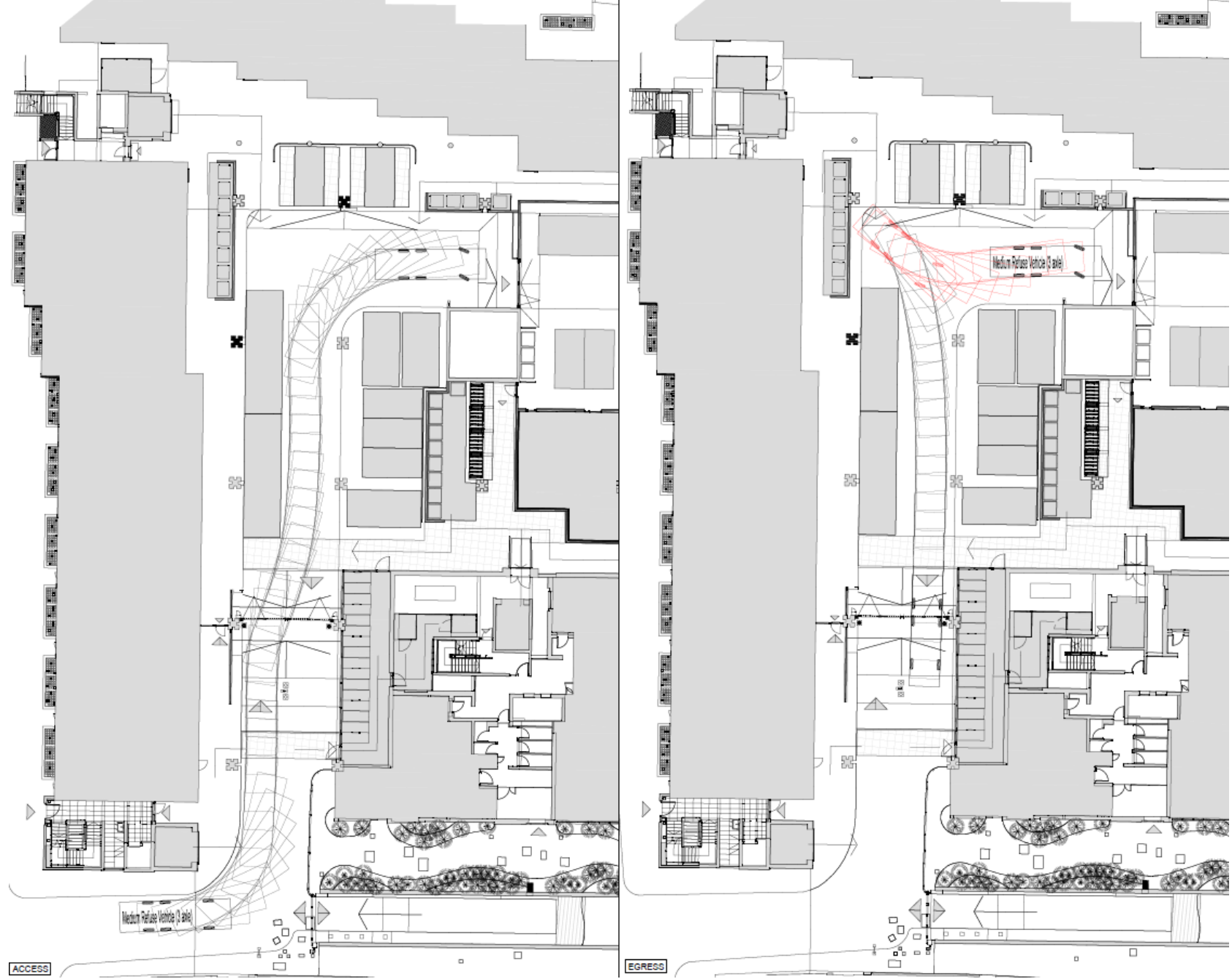
# Large Car + 10m HG Rigid Vehicle Tracking



# Transport – Gravel Lane Vehicle Tracking

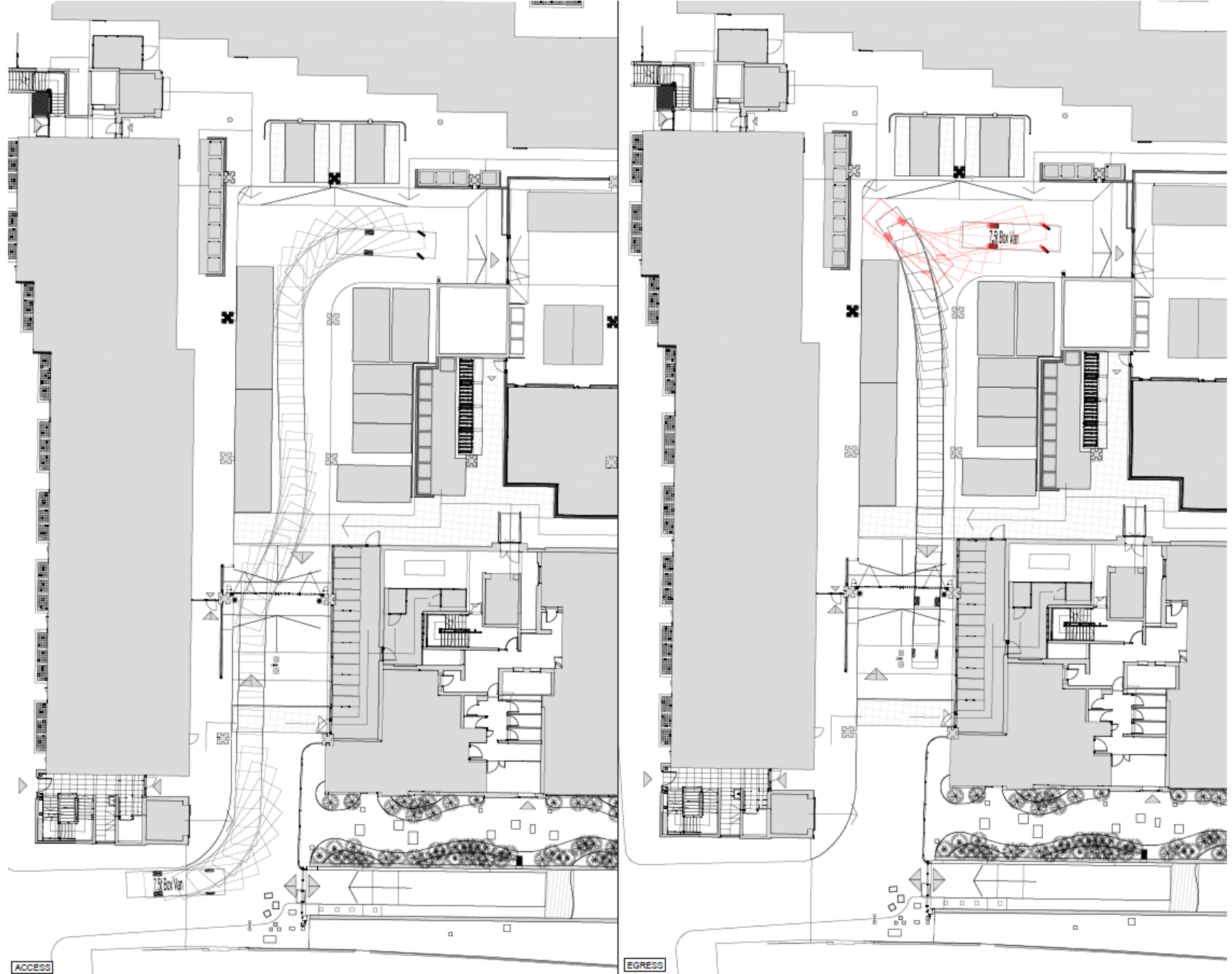
3 Axle Medium Refuse →  
Vehicle

Entry and Exit Tracking



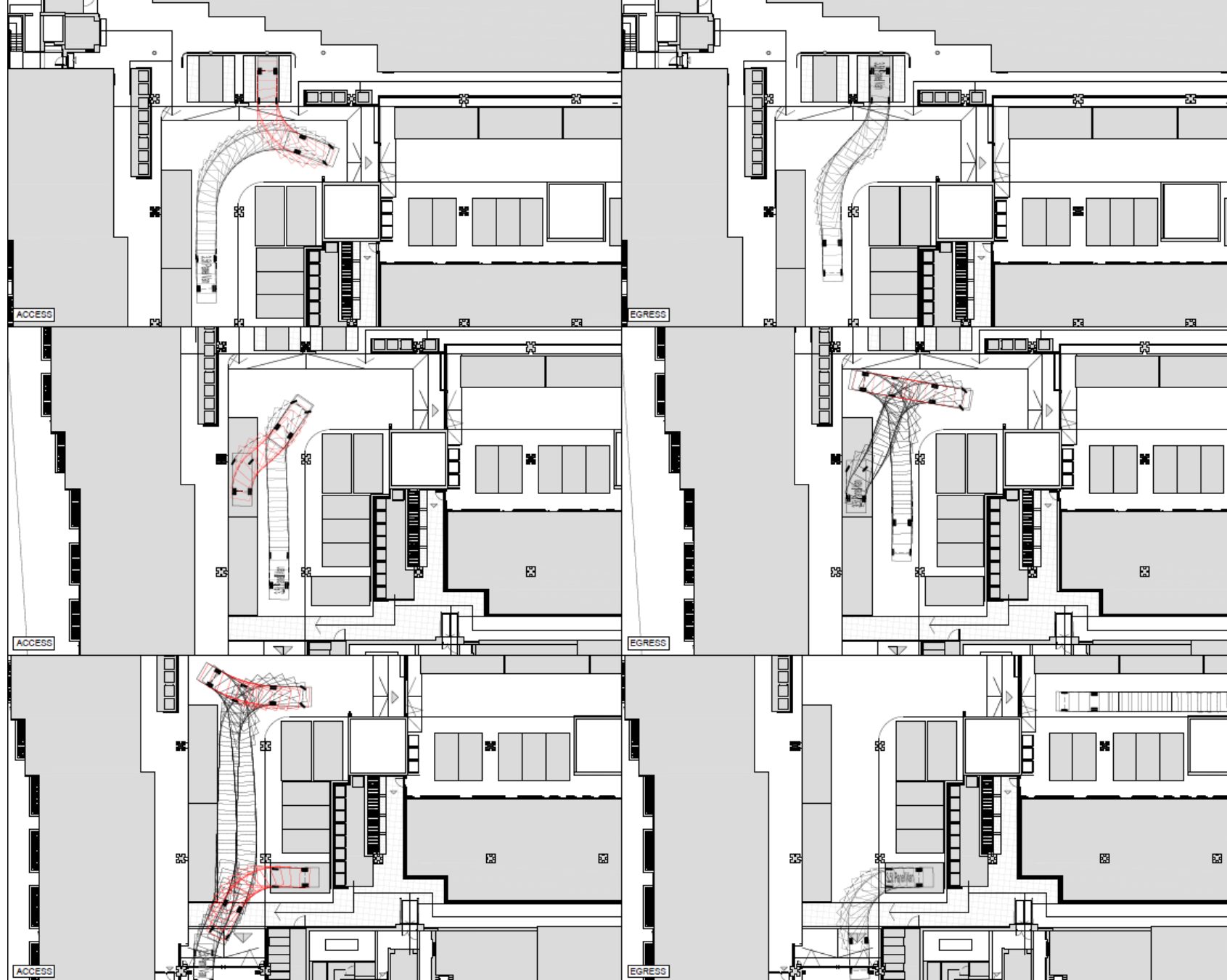
Transport – Service Yard Vehicle Tracking

7.5 Tonne Box Van →  
Entry and Exit Tracking



Transport – Service Yard Vehicle Tracking

3.5 Tonne Panel Van →  
Entry and Exit Tracking



Transport – Service Yard Vehicle Tracking





Gravel Lane – Proposal Images



Gravel Lane – Proposal Images



Artizan Street– Proposal Images



Podium – Proposal Images



Podium – Proposal Images



Podium – Proposal Images

# Sustainability

- The application is predominantly a change of use scheme with limited strip out, opening up, and new build works proposed to improve layout, security, and operational performance of the facility. This limited scope of works helps to minimise upfront carbon emissions.
- Use of electric air source heat pump (ASHP) systems for space heating, cooling, and domestic hot water.
- On-site greening will increase by around 25% of area and 30% in terms of biodiversity. New planting will be more climate resilient and offer an increased level of shading and natural flood management.
- Providing infrastructure to facilitate and encourage more sustainable modes of transport with 400% increase in cycle parking spaces + electric vehicle (EV) charging points for staff and residents.



The City of London Police's **Operational Requirements Management Plan** sets out the following:

- Base to be used by operational police officers from various Local Policing Teams who will muster at the base and then go out on patrol by foot and in vehicles to serve the community.
- The base will be completely segregated from the residential areas by the provision of dedicated police entrances into the base in Gravel Lane.
- No response vehicles will now be based on this site, and it is therefore extremely unlikely that any vehicles leaving the site will be exiting with sirens on.
- The forces' standard operating procedure for driving standards states that 'Inappropriate and inconsiderate use of warning instruments (e.g. sirens, blue lights and headlamp flashers) must be avoided' and drivers are expected to comply with this force policy at all times.
- City of London Police would need to maintain the ability to respond to a major incident in a manner that maintains the safety of the whole community and therefore in extreme circumstances, or in the event of a major incident, CoLP vehicles may need to exit the site while using warning instruments to ensure pedestrians and approaching vehicles are aware of their presence.



The City of London Police's **Operational Requirements Management Plan** sets out:

- Siren use will comply with Regulation 99 (Use of audible warning instruments) as set out in The Road Vehicles (Construction and Use) Regulations 1986.
- Occasionally the warning instruments on vehicles – sirens, blue lights and headlamp flashers – need to be tested before the vehicles are used to ensure these systems are working properly. This will be undertaken within the secure basement compound which is designed to prevent noise transfer to adjoining residential areas. An acoustic test has been undertaken to confirm the acoustic separation of the compound and residential units. Additional attenuation measures is conditioned.
- The Eastern Base will provide gym facilities to police staff during the working hours with scheduled learning and development sessions, with limited to no use overnight. It has been assessed that the location of the gym is structurally separate to the residential units and the design will be developed to achieve G20 from PropPG - Gym Assessment Guide to not be intrusive.
- Any disruption to residents is minimised, this is captured in the forces operating procedure, where officers are aware of the residential nature of the site, and reminded to turn down their radios and avoid the slamming of doors when in the Estate.
- Provides details for the Community Liaison Officer for residents to regularly engage with the City of London Police.



# **Next Planning Applications Sub-Committee**

9<sup>th</sup> April 2024