DEPOT STRATEGY

A review of current specified depot sites and possible ongoing strategy

REVISION B

Contents

What is this report?

Camden has several depot sites spread across the borough. Some of these sites are earmarked for development. Activities on the sites need to be accommodated into any new development or re-housed in new or existing sites. The aim of the report was to review the current council depots and consider their requirements.

The sites to be considered were as follows.

- [redacted]
- [redacted]
- Regis Road / Holmes Road – identified for redevelopment.
- [redacted]
- [redacted]
  - [redacted]
  - [redacted]
  - [redacted]
  - [redacted]
  - [redacted]
  - [redacted]

What is in this report?

The provision of depots and the space required is not simply totalling internal or external areas. Each use has specific requirements. For instance, the car pound must have secure public access with no unrelated traffic through car storage areas.[redacted]Other council departments require intercommunication. This requirements will all need to be accommodated in any amalgamated or separate depots facilities.

During the review it became clear that the brief could be developed in a manner that could meet the overall aims of the council by

- Removing existing accommodation and vehicle parking from sites, allowing those sites to be developed without the inclusion of any depot facilities.
- Restructuring office space to facilitate new office/home working practice.
- Integrating any new proposal into the decarbonisation strategies set be Camden Council by 2030.
- Utilising a site currently in the ownership of Camden Council avoiding any need to purchase land.

The report outlines the status of sites, existing facilities and vehicles, and proposes the use of one site to house a combination of the services off existing depot sites.

Combining site uses can produce benefits to the borough by having both staff and vehicles in one location. This assists in; -

- Staff accommodation and facilities combined rather than independent.
- Vehicle parking, maintenance and control
- Future Vehicle electrification and charging facilities.

Although combining sites might decrease the individual occupation areas by sharing welfare accommodation, toilets etc, some existing sites lack essential welfare facilities. These facilities are included in new proposals.

The report highlights:

1. Accommodation and vehicles on the existing sites.
2. [redacted]
3. What would remain on existing sites should[redacted] not be developed.

Some of the sites in the briefing document are not included in this report. The users of those sites did not envisage them being altered or removed as they are in areas that suit the service provider or council department. These are

[redacted]

This report concentrates on

[redacted]
[redacted]
3) Holmes Road
4) Regis Road
[redacted]

[redacted]s proposed as a major depot hub for the borough. Its use will remove some of the requirements from other sites and centralise [redacted] Without its availability the accommodation will remain on or local to their present locations.

[redacted]was considered an appropriate development some of the existing depot sites would remain at their present locations but diminished to allow the minimal requirement for integration into any future development. These sites are; -

- Regis Road
- [redacted]

The inter relation of occupiers and uses needs to be discussed in more detail as schemes develop with future designers. Plans, in this document, show outline assessment of what is required [redacted] to ensure the spaces and areas within the proposals work on a basic level. The interaction between the spaces and the layouts will vary as matters progress. The scheme has been drawn to allow budget costs to be prepared which are included within the report with associated layout plans.

There are several factors that must be considered in moving forward with [redacted] and there may by issues raised as matters develop such as, spatial arrangements, power supplies etc. The report provides information in terms of areas and vehicle numbers that can be used by design teams when developing options should [redacted]proceed or not.

What is important is that the areas of offices, number of vehicles and the cost included in this proposal are <u>not</u> considered final. Reductions might be possible to the floor plates and ultimately the costs. The use of [redacted]frees up designated space at other sites, which benefit both developers and surrounding urban areas. [redacted]y. With depots in london becoming more and more compressed, or lost, this might be an opportunity that should not be missed.

Whether services are delivered in-house or by contractors, there will always be a need for a local authority to have locations from which to deliver these services. At any one point in time, an external provider may offer to operate from their own facilities rendering one or more council facilities surplus to requirement for a contracted period. However, the council must retain an enduring capacity or risk being a hostage to depot-owning contractors.

Determining depot requirements?

To understand the space that needs to be incorporated into any reappraisal of the depot sizes it is important not only to determine the number of people working at the sites but also the quantity of vehicles.

What is the office space requirement?

Since the pandemic office usage has changed dramatically. The insistence by the government during the pandemic that people should isolate, resulted in an increase in home working. This changed the working life of many individuals providing them with more time with their families by avoiding the daily commute. Working from home also made employers understand that employees can undertake tasks remotely from the office environment removing some of the stigmas attached previously to home working being a “day off”. The advent of online meetings through Zoom and Teams also meant that staff, employers and external parties, could communicate in an efficient face-to-face manner.

Not all employees like working from home and not all employers want their staff at home. The remoteness of home working can mean employees missing out on the essential experience of working within a team and learning practical elements from colleagues who are more experienced in their field. Remoteness also means parties loose some of the social aspects of the office environment and close interaction between colleagues.

It is difficult to determine the development of future office space. It is unlikely that office life as being a “9 till 5” job will ever exist again, only time will tell.

It is likely that office staff will aim for more flexible office working, possibly 3 or 4 days a week, with groups or teams only being in the office at specific times to suit briefings. With staff office time diminishing the need for office space is also

decreasing. Large service providers are presently actively undertaking reduction in their office space by anything between 20%-40%.

New office space must be flexible to cope with this new working ethos and build in flexibility such as hot desking, where no individual has a specific workstation, having the option to work at any station at a time when it is needed. This method of working is not seen by all employees as desirable. Some individuals like to personalise their desks while groups might want to sit together to keep in touch through conversations. New office spaces need to take account of these factors and the office environment and layout reflect the needs of this changing life or work style.

Designs should be more relaxed with breakout areas and use a mix of furniture, including sofas, long tables, high tables etc where staff can work in a way that suits them. Staff might meet in groups, not in a conference room, but in a more casual space that can be adapted and allow for a more relaxed and creative atmosphere. In such flexible spaces individual conversations by mobile or computer can become distractions so quiet zones should be available where background noise is minimised. Spaces should encourage staff into the office environment.

This report does not include final office layouts associated with each of the departments but does show outline floor plans to ensure where departments are moved there is space in the final location for them to be accommodate The outline floor plates also provide a basis for budget costs. Camden council believe that taking on this trend of working from home there is likely to be a 40% reduction in future workstation requirements. This reduction is not over all departments, as some services inevitably require staff to be at their desks regularly and together after working shifts. The reduction in desks is outlined in the following table.

The flexible working environment allows the sharing of facilities and this again can reduce the footprint of the office space by allowing meeting rooms, prayer rooms, showers and toilets to be shared between departments.

Department	Present desk numbers	Reduced desk numbers
Voids And Specialist Works	28	17
Repairs, Support And OCO Officers	16	10
Major Repairs And M&E Operations, Landlords Services	56	34
Capital Works, Strategy, Asset Management And Compliance, Safer Homes, Kingdom	52	32
Operational Planners, Repairs And Operations Teams (North And South)	74	45
Croma Vigilant (External), Community Safety Officers.	19	12

Property Customer Services And Engagement.	42	25
Parking And Enforcement	14	14
Housing And Community Safety	4	4
NSL	12	12
Total	317	202
Applying a rate of 10m² per workstation	3017m²	2020m²

This reduction in workstation spaces and combination of facilities when considered over the total of the depots could create a reduction in necessary office space of approximately 30%. these figures will need to be reviewed as development's progress and confirmed when final assessments are prepared by users. The reduction in floor space is significant and the council will need to be confident of the numbers should they be used by developers.

What workshops and storage are required?

Workshops and Storage are an important factor in the economics of the council departments. In house workshops allow repairs to be undertaken by employees rather than outside contractors. Storage also allows bulk purchasing of materials and its retention until required. Current storage square meterage has been retained.

Service providers such as Veolia [redacted] have storage requirements for bulk items. [redacted] The storage requirements present and proposed are indicated in the attached list.

User	Current area (m²)	Proposed area (m²)
Glaziers	56	56
Joinery workshop	232	230
Metal workers	180	180
Lighting	140	140
Paint store and workshop	62	62
General store	486	512
Small storage rooms	133	133
Veolia; cylinders waste and recycling bin storage		94
[redacted]	-	178
Total	1289	1585

The workshops have ancillary office and storage accommodation. This has been taken into account on the plans and schedules.

What are the number of vehicles?

The council's fleet consists over 300 cars, buses, vans, lorries and other job specific vehicles. These vehicles are used by various departments to serve the community. Some of these vehicles are permanently stored within the borough, others taken home by council staff to ensure fast response times to emergency call outs.

A list of vehicles has been prepared by The Energy Saving Trust (EST) who are investigating the means of electrifying the fleet and the infrastructure to support the electrification. The following list is supplied by the EST, with

additions to suit those vehicles known to operate for the council by service providers. The service providers vehicles have been added to ensure the quantities are known for ongoing design development.

Vehicle Make & Model	User department	Overnight location
[redacted]		
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Parking & Access Team	Unknown
NISSAN E-NV200 TEKNA 2020	Schools ICT	Crowndale Centre
VW Caddy C20 Petrol 1.0 TSI BM	Estate Management	On Camden estates

Volkswagen Caddy C20 Petrol 1.	Estate Management	On Camden estates
VW Caddy C20 Petrol 1.0 TSI BM	Camden Repairs	Outside Camden
VW Caddy C20 Petrol 1.0 TSI BM	Mechanical Services	Outside Camden
VW Caddy C20 Petrol 1.0 TSI BM	Estate Management	On Camden estates
Volkswagen Caddy C20 Petrol 1.0 TSI 102PS	Environmental Operations	Outside Camden
Volkswagen Caddy C20 Petrol 1.0 TSI BMT 1	Camden Repairs	Outside Camden
MERCEDES-BENZ, ECONIC 1830L	Gully Cleansing	Holmes Road Depot
Iveco Limited 505C14G V 2011 - Cherry Picker	Public Lighting	Holmes Road Depot
Iveco Limited 505C14G V 2011 - Cherry Picker	Public Lighting	Holmes Road Depot
MERCEDES-BENZ EVITO	Camden Repairs	Holmes Road Depot
PROGRESSIVE 2021		
MERCEDES-BENZ EVITO PROGRESSIVE 2021	Camden Repairs	Outside Camden
MERCEDES-BENZ EVITO PROGRESSIVE 2021	Camden Repairs	Inside Camden, not Depot
MERCEDES-BENZ EVITO PROGRESSIVE 2021	Camden Repairs	Inside Camden, not Depot
MERCEDES-BENZ EVITO PROGRESSIVE 2021	Camden Repairs	Holmes Road Depot
VW Caddy C20 Petrol 1.0 TSI BM	Camden Repairs	Outside Camden
Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Outside Camden
Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Outside Camden
Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Inside Camden, not Depot
MERCEDES-BENZ EVITO	Freight Consolidation Service	Other Camden site

PROGRESSIVE 2021		
MERCEDES-BENZ EVITO PROGRESSIVE 2021	0	Unknown
MERCEDES-BENZ EVITO PROGRESSIVE 2021	Environmental Operations	Outside Camden
MERCEDES-BENZ EVITO PROGRESSIVE 2021	Business Support Services	Crowndale Centre
MERCEDES-BENZ EVITO PROGRESSIVE 2021	Business Support Services	Crowndale Centre
Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Outside Camden
Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Outside Camden
Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Outside Camden
Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Outside Camden

Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Outside Camden
Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Outside Camden
Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Outside Camden
NISSAN e-NV200 ELECTRIC 80kW Tekna Van Auto 40kWh	On Street Parking Enforcement	Other Camden site
Volkswagen Caddy C20 Petrol 1.0 TSI BMT 1	Camden Repairs	Outside Camden
Citroen Berlingo M Petrol 1.2 Puretech	Camden Repairs	Outside Camden
Renault ZOE CDV ZE Electric 80	Camden Repairs	Outside Camden
Renault Kangoo ZE Electric Ml2	Camden Repairs	Outside Camden
Citroen Berlingo M 1.5 Bluehdi 650Kg E	Estate Management	On Camden estates

Vivaro L2 Diesel 2900 1.5d 100	Camden Repairs	Unknown
ZOE Hatchback 80KW i Iconic R1	Ground Maintenance Corp	Other Camden site
NISSAN e-NV200 ELECTRIC 80kW Tekna Van Auto 40kWh	On Street Parking Enforcement	Other Camden site
NISSAN e-NV200 ELECTRIC 80kW Tekna Van Auto 40kWh	Telecare	Inside Camden, not Depot
NISSAN e-NV200 ELECTRIC 80kW Tekna Van Auto 40kWh	Camden Repairs	Outside Camden
CITROEN RELAY 35 BLUEHDI B/B 2020	Ground Maintenance Corp	Other Camden site
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Pest Control	Crowndale Centre
PARTNER SE L1	North London Waste Authority	Outside
[redacted]		
Mitsubishi OUTLANDER 4H PHEV CVT	Park Services	Inside Camden, not Depot

FORD TRANSIT CUSTOM 300 LIMITED P/V L1	Camden Repairs	Outside Camden
[redacted]		
VIVARO 2700 SPORTIVE CDTI	Camden Repairs	Outside Camden
CITROEN DISPATCH XL 1200 ENTERPRISE BLUEHDI S/S	Camden Repairs	Unknown
[redacted]		
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Estate Management	On Camden estates
TRAFIC SL27 BUSINESS+DCI	Camden Repairs	Inside Camden, not Depot
[redacted]		
FORD TRANSIT CUSTOM 300 LIMITED P/V L1	User Experience	Other Camden site
[redacted]		

FORD TRANSIT CUSTOM 290	Estate Management	On Camden estates
[redacted]		
FORD TRANSIT CUSTOM 290 LIMITED LR P/V Auto	Camden Repairs	Outside Camden
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Estate Management	On Camden estates
NISSAN LEAF VISIA 2014	Camden Repairs	Holmes Road Depot
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Estate Management	On Camden estates
VIVARO 2900 SPORTIVE CDTI	Camden Repairs	Outside Camden
Vivaro L2 Diesel 2900 1.5d 100	Corporate Engineering/Hard Services Team	Outside Camden
FORD TRANSIT 350 L3 H3 P/V	Camden Repairs	Inside Camden, not
[redacted]		
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Inside Camden, not Depot
[redacted]		

Renault Trafic LWB Diesel LI29	Camden Repairs	Inside Camden, not Depot
FORD TRANSIT 350 L3 H3 P/V	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Inside Camden, not Depot
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Estate Management	On Camden estates
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Inside Camden, not Depot
Trafic LWB LL29 dCi 120 Busine	Camden Repairs	Inside Camden, not Depot
FORD TRSANSIT Custom 300 trend Eblue	Camden Repairs	Holmes Road Depot
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Estate Management	On Camden estates
FORD TRANSIT CUSTOM 280 LIMITED P/V L1 H1 Auto	Camden Repairs	Outside Camden
VIVARO 2900 SPORT CDTI BT	Homeless Implementation Strategy	Inside Camden, not
[redacted]		

MERCEDES 240D 3.0 2012	Public Lighting	Holmes Road Depot
FORD TRANSIT CUSTOM 280 LIMITED P/V L1 H1 Auto	Camden Repairs	Inside Camden, not Depot
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Inside Camden, not Depot
Vauxhall COMBO 2300 S/S L2H1	Pest Control	Crowndale Centre
[redacted]		
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Schools ICT	Crowndale Centre
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE CDTI	Camden Repairs	Outside Camden
NISSAN LEAF VISIA 2014	Community Presence	Inside Camden, not Depot
FORD TRANSIT 350 L2 C/C DRW - Tipper	Camden Repairs	Holmes Road Depot
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Inside Camden, not Depot
TRAFIC SL27 BUSINESS+DCI	Camden Repairs	Outside Camden

Renault Trafic LWB Diesel LI29	Camden Repairs	Inside Camden, not Depot
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Holmes Road Depot
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Outside Camden
Renault Trafic LWB Diesel LI29	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE CDTI	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 BASE	Camden Repairs	Outside Camden
[redacted]		
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE CDTI	Camden Repairs	Inside Camden, not Depot
FORD TRANSIT CUSTOM 300 MCA BASE	Camden Repairs	Outside Camden
MERCEDES 240D 3.0 2014	Soft Services	Unknown
Citroen Berlingo M Diesel 1.5 Bluehdi	Corporate Engineering/Hard Services Team	Crowndale Centre

FORD TRANSIT CUSTOM 300 BASE	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
Renault Trafic LWB Diesel Ll29	Camden Repairs	Inside Camden, not Depot
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
Trafic LWB LL29 dCi 120 Busine	Camden Repairs	Inside Camden, not Depot
[redacted]		
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Pest Control	Outside Camden
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
TOYOTA PRIUS T SPIRIT VVT-I CVT 2009	Major Repairs Operations Team	Unknown
Mitsubishi OUTLANDER 4H PHEV AUTO	Noise & Nuisance	Crowndale Centre
Vivaro L2 3100 2.0d 120PS Spor	Estate Management	On Camden estates

FORD TRANSIT CUSTOM 300 BASE 2019	Camden Repairs	Inside Camden, not Depot
FORD TRANSIT 350 L3 H3 P/V	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 BASE	Community Presence	Inside Camden, not Depot
VIVARO 2900 SPORTIVE CDTI	Camden Repairs	Outside Camden
FORDTRANSIT 350 LEADER ECOBLU 2021	Camden Repairs	Holmes Road Depot
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Holmes Road Depot
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
Mercedes CITAN 109 CDI BLUE LONG	Camden Repairs	Outside Camden
TRAFIC SL27	Camden Repairs	Outside
[redacted]		
FORD TRANSIT 350 L2 C/C DRW - Tipper	Camden Repairs	Holmes Road Depot
[redacted]		
FORD TRANSIT CUSTOM 300	Camden Repairs	Outside Camden

LIMITED P/V L1 H1		
[redacted]		
PARTNER PRO L1 BLUE HDI	Camden Repairs	Outside Camden
Trafic LWB LL29 dCi 120 Busine	Camden Repairs	Inside Camden, not Depot
Vivaro L2 Diesel 2900 1.5d 100	Corporate Engineering/Hard Services Team	Outside Camden
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
FORDTransit Custom 290 L1 H1 Trend	Camden Repairs	Holmes Road Depot
Renault Trafic LWB Diesel Ll29	Camden Repairs	Inside Camden, not Depot
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Inside Camden, not Depot
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Soft Services	Unknown
VIVARO 2900 SPORT CDTI BT	Camden Repairs	Outside Camden
PARTNER PRO L1 BLUE HDI	Camden Repairs	Outside Camden
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Holmes Road Depot

Vauxhall COMBO 2300 S/S L2H1	Pest Control	Outside Camden
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
VIVARO 2700 SPORTIVE CDTI	Camden Repairs	Outside Camden
Renault Trafic LWB Diesel Ll29	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE CDTI	Camden Repairs	Outside Camden
VIVARO 2700 SPORTIVE CDTI	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
TPORTER T28 HLINE 150 TDI	Camden Repairs	Outside Camden
Mitsubishi OUTLANDER 4H PHEV CVT	Community Presence	Inside Camden, not Depot
VIVARO 2700 SPORTIVE CDTI	Camden Repairs	Outside Camden
TOYOTA PRIUS T SPIRIT VVT-I CVT 2009	Major Repairs Operations Team	Unknown
FORD TRANSIT CUSTOM 300 BASE	Camden Repairs	Outside Camden
[redacted]		
Renault Trafic LWB Diesel Ll29	Camden Repairs	Outside Camden

VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Holmes Road Depot
FORD TRANSIT CUSTOM 300 BASE	Camden Repairs	Outside Camden
FORD TRANSIT 350 L2 C/C DRW Tipper	Camden Repairs	Holmes Road Depot
Trafic LL29 LWB dCi 120 Busine	School Property	Outside Camden
[redacted]		
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Outside Camden
Trafic LWB LL29 dCi 120 Busine	Camden Repairs	Inside Camden, not Depot
FORD TRANSIT 350 L2 C/C DRW - Tipper	Camden Repairs	Outside Camden
VOLKSWAGEN CADDY C20 ECOFUEL 2010	Pest Control	Outside Camden
[redacted]		
FORD TRANSIT CUSTOM 300 BASE 2019	Camden Repairs	Outside Camden

Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Holmes Road Depot
VIVARO 2900 SPORTIVE CDTI	Camden Repairs	Unknown
Citroen Berlingo M Diesel 1.5	Corporate Building Services	Outside Camden
VIVARO 2700 SPORTIVE CDTI	Camden Repairs	Holmes Road Depot
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
FORD Transit Custom 280 L1 Diesel F	Camden Repairs	Inside Camden, not Depot
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 290 LIMITED LR P/V Auto	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE CDTI	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 BASE 2019	Camden Repairs	Outside Camden
VIVARO 2700 SPORTIVE CDTI	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
Vivaro L2 Diesel 2900 1.5d 100	Corporate Engineering/Hard Services Team	Outside Camden
DAF TRUCKS LF LF 280 FA 18T 2018	Gully Cleansing	Holmes Road Depot

VIVARO 2700 SPORTIVE CDTI	Camden Repairs	Outside Camden
VOLKSWAGEN GOLF E-GOLF 2019	Telecare	Inside Camden, not Depot
VW Caddy C20 Petrol 1.0 TSI BM	North London Waste Authority	Outside Camden
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
Trafic LWB LL29 dCi 120 Busine	Camden Repairs	Outside Camden
FORD TRANSIT 350 2019 - Jetter	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 270 LIMITED LR P/V Auto	School Property	Outside Camden
FORD TRANSIT CUSTOM 290 LIMITED LR P/V Auto	IT Infrastructure	Unknown
Vivaro L2 Diesel 2900 1.5d 100	Corporate Engineering/Hard Services Team	Outside Camden

FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
Trafic LWB LL29 dCi 120 Busine	Camden Repairs	Outside Camden
PARTNER PRO L1 BLUE HDI	Camden Repairs	Outside Camden
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
VIVARO 2700 SPORTIVE CDTI	Camden Repairs	Inside Camden, not Depot
FORD TRANSIT 350 TREND L2H2 P/V ECOBLUE	Public Lighting	Holmes Road Depot
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Outside Camden
Peugeot Boxer 335 L2 Diesel 2.0 Bluehd	Camden Repairs	Outside Camden
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
FORD TRANSIT 350 L2H2	Camden Repairs	Outside Camden
FORD TRANSIT CONNECT 200 L1	Camden Repairs	Outside Camden
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Holmes Road Depot

FORD TRANSIT CUSTOM 300 BASE	Camden Repairs	Inside Camden, not Depot
Mitsubishi OUTLANDER 4H PHEV CVT	Environmental Operations	Outside Camden
Trafic LL29 LWB dCi 120 Busine	School Property	Outside Camden
VW Caddy C20 2.0TDI BMT	Corporate Engineering/Hard Services Team	Outside Camden
[redacted]		
FORD TRANSIT CUSTOM 290 LIMITED LR P/V Auto	School Property	Outside Camden
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 270 LIMITED LR P/V Auto	Camden Repairs	Outside Camden
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
Renault Trafic LWB Diesel Ll29	Camden Repairs	Outside Camden
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
FORD Transit 290 L2 FWD 2.0 Ecoblue	Ground Maintainence Corp	Other Camden site
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
Trafic LWB LL29 dCi 120 Busine	Camden Repairs	Outside Camden
Trafic LL29 LWB dCi 120 Busine	School Property	Outside Camden
Trafic LWB LL29 dCi 120 Busine	Camden Repairs	Inside Camden, not Depot
Citroen Berlingo M Diesel 1.5	Corporate Engineering/Hard Services Team	Outside Camden
CITROEN DISPATCH XL 1200 ENTERPRISE BLUEHDI S/S	Camden Repairs	Outside Camden
Citroen Berlingo M	Camden Repairs	Outside Camden

Diesel 1.6 Bluehdi		
FORD TRANSIT 350 L3 H3 P/V	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 270 LIMITED	School Property	Outside Camden
VIVARO 2700 SPORTIVE CDTI	Camden Repairs	Outside Camden
Renault Trafic LWB Diesel Ll29	Camden Repairs	Outside Camden
Trafic LL29 LWB dCi 120 Busine	School Property	Outside Camden
[redacted]		
Peugeot BOXER 335 PRO L2H2 BLUE - Frail	Camden Repairs	Outside Camden
VOLKSWAGEN GOLF E-GOLF 2019	Telecare	Inside Camden, not Depot
Sprinter 314CDI L2 FWD 3.5t Ti	Camden Repairs	Holmes Road Depot
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Inside Camden, not Depot
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
Citroen Berlingo M	Camden Repairs	Outside Camden

Diesel 1.6 Bluehdi		
TRAFIC SL27 BUSINESS+DCI	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE CDTI	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 BASE	Camden Repairs	Outside Camden
VIVARO 2900 SPORTIVE L2H1	Camden Repairs	Outside Camden
FORD TRANSIT 350 L2 H3 P/V DRW	Camden Repairs	Outside Camden
VOLKSWAGEN GOLF E-GOLF 2019	North London Waste Authority	Outside Camden
Renault Trafic LWB Diesel Ll29	Camden Repairs	Outside Camden
CITROEN DISPATCH XL 1200 ENTERPRISE BLUEHDI S/S	Camden Repairs	Outside Camden
VOLKSWAGEN GOLF E-GOLF 2019	Telecare	Inside Camden, not Depot
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 BASE	Camden Repairs	Outside Camden
VIVARO 2700 SPORTIVE CDTI	Camden Repairs	Outside Camden

Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
Vivaro L2 Diesel 2900 1.5d 100	Corporate Engineering/Hard Services Team	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
CITROEN DISPATCH XL 1200 ENTERPRISE BLUEHDI S/S	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
Renault Trafic LWB Diesel Ll29	Camden Repairs	Outside Camden
Renault Trafic LWB Diesel Ll29	Camden Repairs	Outside Camden
Renault Trafic LWB Diesel Ll29	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 280 LIMITED P/V L1 H1 Auto	Camden Repairs	Outside Camden
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Outside Camden
FORD TRANSIT CONNECT 200 L1	Camden Repairs	Holmes Road Depot

Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Holmes Road Depot
TRAFIC SL27 BUSINESS+DCI	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Inside Camden, not Depot
Trafic LL29 LWB dCi 120 Busine	School Property	Outside Camden
FORD TRANSIT 350 L2H2	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 BASE 2019	Camden Repairs	Outside Camden
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
FORD TRANSIT 350 L3 H3 P/V	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Holmes Road Depot
VIVARO 2900 SPORTIVE CDTI	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 320 TREND 2021	Camden Repairs	Holmes Road Depot
FORD TRANSIT CUSTOM 300	Camden Repairs	Outside Camden

LIMITED P/V L1 H1		
VOLKSWAGEN GOLF E-GOLF 2019	Telecare	Inside Camden, not Depot
Trafic LWB LL29 dCi 120 Busine	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 BASE 2019	Camden Repairs	Outside Camden
Trafic LL29 LWB dCi 120 Busine	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
Trafic LWB LL29 dCi 120 Busine	Camden Repairs	Inside Camden, not Depot
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
TRAFIC SL27 BUSINESS+DCI	Camden Repairs	Outside Camden
FORD TRANSIT CUSTOM 300 LIMITED P/V L1 H1	Camden Repairs	Outside Camden
FORD TRANSIT 350 2018 - Jetter	Camden Repairs	Outside Camden
FORDTRANSIT CUSTOM 290 L1H1	Camden Repairs	NA
Citroen Berlingo M Diesel 1.6 Bluehdi	Camden Repairs	Outside Camden
Renault Trafic LWB Diesel LI29	Camden Repairs	Outside Camden
Renault Trafic LWB Diesel LI29	Camden Repairs	Outside Camden
[redacted]		
FORD TRANSIT 350 L2 H3 P/V DRW	Camden Repairs	Outside Camden
Vivaro L2 Diesel 2900 1.5d 100	Corporate Engineering/Hard Services Team	Outside Camden
[redacted]		
Total large vehicles- lorries buses and vans		
Total small vehicles- cars and small vans		

Vehicles, operated by service providers, are not included in the above list and these might be added as the following table.

Provider	Vehicle	Quantity
Veolia. [redacted] Holmes Road	Large Small Please note; Vehicles to be retained at satellite depots [redacted]	39 20
[redacted]	[redacted]	[redacted]
NSL; car pound including vehicle pick up lorries, staff and impounded cars	Cars Large	73 4

Amalgamating both these tables creates an approximate number of large and small vehicles as follows

Large; meaning a requirement of a parking space approximately 10mx3m	276
Small; meaning a requirement for a parking space approximately 5.5mx2.4m	203

[redacted].

The vehicles presently stored overnight out of the borough amount to approximately 172 small vehicles. Whether those vehicles need to be parked in the borough at a depot is information yet to be determined. The number will have a direct impact on the quantity of parking spaces to be provided at any specific depot.

The Energy Saving Trust (EST) has prepared a report recommending a strategy for Camden's vehicular fleet to be incorporated into the goal of achieving net zero in by 2030. The executive summary from this report states the following; -

- *Delivery will be made significantly more attainable by reducing both the number of commuting vehicles and the scale of commutes these vehicles are travelling. Approximately half of Camden's mileage is incurred on travel outside of the borough. This mileage increases the daily energy requirement of vehicles and makes electrification more challenging to deliver in an operationally efficient manner. This is a strategic focus for the coming few years.*

- *Key also to complete electrification by 2030 is improving the value of Camden's vehicle facing sites, which are currently very compromised in terms of EVCI provision, parking facilities as well as available electrical supply headroom at some sites. Camden's depot master planning project, currently underway, represents a crucial first step in addressing this. Camden's depot strategy must reflect the fleet's evolving energy needs*

and see a strategy not just formed, but promptly enacted also - to facilitate the scale of fleet electrification that is otherwise now possible prior to 2030.

- *Although on-street charging facilities in Camden are relatively mature (in all areas less rapid and ultra-rapid charging) and ever improving, they are not suitable to serve as the long-term primary source of energy for Camden's electrified fleet. Developing suitable vehicle facing sites is the foundation of deep fleet electrification, both in the short and long term.*

- *In most instances, BEV adoption will likely incur slightly higher vehicle costs to user departments each year. It is proposed this can be offset through optimised procurement, prudent investment projects to deliver long term cost efficiencies and above all, optimising fleet operations to permit reducing fleet population and size of vehicles. Camden's budget setting processes should be used to help reconcile this for departments where there is no potential for optimisation savings. When opportunities to optimise fleet are viewed together, the potential to reduce fleet size by 10% on the current population seems quite feasible, as does the potential to downsize vehicles in a range of roles across varying user departments. Removing commuting mileage, which represents around half of Camden's fleet mileage as a whole, is possible too, to an extent which is likely dependent on the sustained and very focused attention, as well as potential investment, to make possible. The success of these varied optimisation measures will be determined by vehicle user departments, as well as senior stakeholders and sponsors in promoting and supporting their development and adoption. Depending on the successes of fleet optimisation measures in the coming years, complete electrification of fleet by 2030 is anticipated to see a reduction in CO2 emissions from around 860 tonnes in 2023 to between 120 and 59 tonnes in 2030 (a reduction of between 86% and 93%.*

These comments provide reasons for centralising the council and service providers fleets. This will allow; -

- Greater flexibility in developing sites by the omission of large vehicles.
- The creation of a suitable environment for electrification of the fleet, including the infrastructure that will need to be installed to allow vehicle charging.
- The creation of centralised maintenance and security for vehicles.

[redacted]

[redacted]

Obtaining the power supply to serve the option of centralising [redacted] is critical. There may be the need to have staggered charging times for vehicles dependent on usage, time switching vehicle charging so that positions are interlinked to automatically come and go off line as and when vehicles are charged, placing a cap on the power consumption. There needs to be an exercise undertaken on charging facilities and how these can assist in allowing centralisation of the fleet if the power supplies to the site are not achievable.

The EST report states that it may be feasible to reduce the quantity of vehicles, over the next few years by 10%. This would equate to an approximate final parking requirement as indicated in the following table;

Large vehicles	235
Small vehicles	173
Total	408

This figure has been used in the calculation of the parking requirements for a centralised fleet [redacted]

Plug-in vehicles within business fleets will also be an important way for individuals to use and experience the vehicles, contributing to wider consumer acceptance of this technology.

Over time, businesses will need to accommodate demand for workplace recharging infrastructure from their employees who may choose to purchase plug-in vehicles and want or need to recharge at work.

What exists at the current depots?

Five depots are considered within this report:

1. [redacted]
2. [redacted]
3. Holmes Road
4. Regis Road
5. [redacted]

Not all site visits in this report allowed full access to existing facilities. Some square meterage might not be included in the schedule. This does not impact on the final proposals as these are based on future requirements rather than existing.

In some instances, areas are provided. Where not indicated it is due to the space having flexibility in the design process.

The following pages provide current schedules of staff and vehicles at the sites.

[redacted]

[redacted]


[redacted]

EXISTING FACILITIES [redacted]

accommodation	Number	other
Building		

[redacted]

[redacted]

[redacted]

[redacted]

- [redacted]
- [redacted]
- [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

EXISTING [redacted]

Use	number	Approximate area (m²) minimum required .	other	Essential on site
Staff accommodation				

[redacted]

EXISTING [redacted]

USE	number	Approximate area (m²) minimum required .	other
[redacted]			

EXISTING [redacted]T

Use	number	Approximate area (m^2) minimum required .	other
Staff accommodation			

[redacted]

3. Holmes Road depot

Situated near and to the west of Kentish Town underground station Holmes Road was originally constructed in 1976 recently refurbished.

Users

Numerous council departments and Veolia

Brief description

The site contains some of Camden council staff facilities including office space, material storage and vehicle parking. The site also houses street sweeping facilities.

The site also contains 21 apartments which are not included in this report

EXISTING COUNCIL FACILITIES AT HOLMES ROAD

Use	number	Approximate area (m^2) minimum required .	other
Workshop			
Glazing		56	
Metal		180	
Joinery GF and Mezzanine		210	
Office space on Mezzanine		22	
Lighting Lighting store		9.4 131	
Voids and specialist works - office	28 desks	162.5	
3xmeeting space			
kitchenette			
WC		19	
Services/General GF			
WC		30	
Hot water cylinder room and boiler room		63.9	
Repair support & OCO officers	16 desks	71	
Services Mezzanine			
Plant room		4.7	
Major repairs and M&E Operations, Landlord services			
Office Space	56 desks	255.8	
2xMeeting Rooms		11.3	
Comms room		8.3	
Kitchen		12.7	
Services			
WC		42.3	
Cleaners store		10	

Prayer room		11.4	
Reception and store		61.4	
Capital works, Strategy Asset Mgt and Compliance, Safer Holmes Kingdom			
Offices	52 desks	342	
2x meeting rooms		47	
Operational planners, repairs and operations teams			
Offices	74	257	
2xMeeting rooms		44	
kitchen		25	
Comms room		9	
Croma vigilant, Community safety Officers			
Offices	19 desks	107	
Canteen		48	
Store		2.7	
WC		30.9	
Cleaners store			
Locker rooms		47.7	
Property customer services and engagement (aka Contact Camden)			
Offices	42	249	
2xComms room		24	
WC		7.8	
Outside CCTV suite			
kitchen		17.7	
WC		37.4	
cleaners		3	
General Services			
Plant room		100	

Joinery extract workshop at GF		27	
Green Cycle			
Changing facilities			
Drying room		35.7	
Stores			
Paint store and workshop		62	
North canopy store		362	
East side office	2 desks	13	
Stores area		486	
Mezzanine stores		133	
CCTV suite			
offices	12 desks	46.8	
Comms room		28.6	
Housing & Community safety			
offices	9 desks	89	
Tea point and lockers		8.7	
Monitoring room	2 desks	9.4	
store		5	
Veolia			
Canopy space			
Office space		96	
Barrow store		75	
COSSH store		40	
Changing facility			

EXISTING VEOLIA FACILITIES AT HOLMES ROAD

Use	number	Approximate area (m²) minimum required .	other
Building			
Staff working from the site	Approximately 25 at any one time		Staff work in shifts AM; 4 shifts PM; 1 shift Nights; 1 shift AM shift Monday to Friday-86 staff AM shift Saturday- 41 staff AM shift Sunday- 33 PM shift Monday to Sunday- 26 staff Night shift Monday to Sunday- 2 staff
Booking on room	1	7.5	
Reception	1	9	
Meeting room	1	4	
Main office, 4 small office & physio room	3	32	
Men and women toilets and showers			5 toilets and two showers
Locker room and changing area	2		Lockers for approximately 150 staff (double height so 75 lockers) with changing space. allow for 80% / male20%female.
Canteen	1		Allow for 25 staff at any one time
Enclosed storage area			Includes; Bag storage Chemical and paint store

Parking and yard Storage			
Operational vehicles	46		1x18t refuse collection vehicle 1x 12t water tanker 2x12t mechanical sweeper 3x7.5t mechanical sweeper 2x4.5t mechanical sweeper 7x7.5t cage tipper 4x 5t cage tipper 2x3.5t cage tipper 3x Iveco vans 2x 5t cage with pressure washer 4x Karcher Compact sweeper 2x goupil (small cage) 2x Buggies 1x ENV Nissan van 5x 7.5t Gritter lorries 5x cars
Sweeper barrow parking/ storage	45 barrows		
Storage containers	2		
Event bin storage	6 euro bins		

4. Regis Road depot

Situated to the north of Holmes Road with two entrances off Regis Road.

Users

Occupied by the council's Recycling depot, car pound (NSL) and parking and enforcement (P&E)) team facility.

Brief description.

The recycling depot (red) is accessible to the public. The intention is for the use to remain on the site as it is considered beneficial to the community. The centre contains large receptacles for community recycling with associated staff accommodation. The depot is not roofed and allows public cars to access. Lorries access the site containers for emptying and replacement.

The car pound (NSL) (orange) provides secure storage for vehicles removed from the street. The entrance is shared with the recycling centre. The facility is unroofed. Staff associated with the car pound and the council's parking and enforcement (P&E) (purple) team are housed in a three storey building fronting Regis Road. This building provides controlled access for the public when reclaiming vehicles.

EXISTING RECYCLING FACILITIES AT REGIS ROAD

Staff	number	Approximate area (m^2) minimum required .	other
Staff accommodation			
Office	6		Accommodation for up to 6 staff at any one time: • Office with desk/table (that acts as a meeting room for 3) • Office with desk for site supervisor with access to CCTV & weighbridge system • Kitchen facility for 4 to sit & eat • 2no unisex toilets, one to be fully accessible • 1x male & 1x female changing rooms (each with 3x lockers) • 1x unisex shower
Entrance reception		6	Shelter at site entrance for staff to direct the public
Staff vehicle parking	3 Cars 1 HGV 1 Loading shovel 4 Cycles		Allow for HGV as 16 tonne vehicle. All vehicles with EV charging points
Fuel	1		3,000l fuel storage tank
If undercover			Minimum working height 5.1 metres
Public parking	12		park at any one time with reverse parking for offloading. The design should take account of the likely queue and any obstructions this might cause.
General storage	1		3x4 metre secure storage for materials such as brooms shovels, tools and absorbent granules

External water supply			For wash down and general cleaning
Waste handling requirements			Household waste & recyclables dropped off by residents into containers at ground level or with step access. Split-level access, with containers set at ground level and the public able to tip waste from an elevated platform.
Skip/container requirements	14		40-yard containers Layout with straight sightline preferred: (2 extra to allow for future recycling streams, e.g. hard plastics & carpet)
Loose material storage area	2		approximately 7.5x3 metres each with 3 fixed sides
Reuse storage	2		Approximately 7.5 x 3 metres each (or possibly 2 shipping containers of equivalent size)
WEEE	2		Undercover area approximately 7.5x3 metres (or possibly. (or possibly 2 shipping containers of equivalent size)
E&Q	2		Approximately 7.5x3 metres each Secure storage area behind a 3m high secure fence, with a padlocked gate, and secure steel bonded site safes and cages for storing E&Q wastes such as gas cylinders and space for hazardous waste bins (equivalent to area of 2 x 40yd shipping containers, but could be two separate areas e.g. 1 area for gas cylinders, light bulbs and fluorescent tubes, 2nd area for car batteries & other hazardous waste)
Textiles	1		7.5 x 3 metres walled area or 40 yard container
Paint storage	1		3x3 metres walled area
Oil storage	2		2000litre containers for cooking and engine oil

General			Open to public 09:00 – 16:00 Monday – Sunday inclusive of public holidays (excluding Christmas Day, Boxing Day & New Year's Day) The new site will need a Standard Rules permit (as opposed to the current bespoke permit). It should be licensed to allow for taking waste off site from 7am – 5pm, and open to the public between 9am – 4pm, 365 days per year. One-way system for all traffic Easily accessible to HGV vehicles (no height, width or weight restrictions) and located on a gritting route A bi-directional weighbridge, showing weight & recording on a system compatible with LEL's system, & an automatic weighbridge kiosk CCTV system & rumble strips to record visitor numbers ANPR to assist in keeping staff safe and identifying trader abuse Site entrance & exit wide enough to allow two hook-lift vehicles to pass Space for queuing of vehicles within site road Emergency vehicle access Sufficient space for recovery of any broken down vehicles from within site Fully secured site with ability to attached signage; lockable gates for entrance & exit

			Removal of container to be carried out away from publicly accessible areas – if limited space, container movement requires site to be temporarily closed for health & safety Pedestrian & cycle access Sufficient space for movement of loading shocel to compact containers
Services; general			General: disposal of surface water, foul water & trade effluent discharges; electricity, water, telecoms services/supplies. Suitable & efficient lighting to enable safe operations internally and externally Suitable foul water drainage, including but not limited to an oil interceptor in a suitable, easily accessible location for cleaning & maintenance, and a sampling point at the discharge in order to comply with likely Thames Water trade waste discharge permit requirements. Access control system for buildings, as well as the IT and communications systems, must be compatible with LEL's Eco Park existing & proposed future systems. Fire safety provision approved by LFCDA. Aspiration for BREEAM Excellent

EXISTING CAR POUND FACILITIES AT REGIS ROAD

use	Number	Approximate area (m^2)	notes
Reception			Secure reception area with two staff behind a counter. Public access into reception but secure controlled access into the pound.
Supervisors office (NSL)	1	9	Radio and batteries etc.
Office (NSL)	1		12 NSL operatives
Offices(P&E)	1		16 P&E operatives
Male changing room	1		Lockers for 104 staff allowing for all shifts
Female changing room	1		Lockers for 12 staff
Canteen/break out space		40	Approximately 30 staff with kitchen, including • Two fridges • Tea point • Microwave point
Meeting room 1		16	Seat 8
Meeting room 2		8	Seat 4
Rest room	1	48	Approximately 20 officers (Can be combined with thcanteen)
Drying room	1		Should allow for hanging 116 rainwear coats.
Faith room	1	10	
WC's			4 unisex, one of which to be fully accessible.
showers			2 unisex, one of which fully accessible
Operations team workshop/storeroom		16	For repair of equipment
Equipment store	1	6	
Stores	3	21	NSL- 4m^2
Patch room	1	4	
Service cupboard	1	4	
Impounded vehicles	73		Mixture of cars and vans. 16 EV charging point 69 no. vehicle space with 16 no. EV charging point. Possibility of reduction to 40-50 spaces (which include truck & EV spaces).
Staff vehicles	4		
General comments			• Controlled public for vehicle collection • Controlled access to the car pound

			• Working height to be confirmed. Assumed at present to be 5 metres • Lockable automatic gates into pound • Pound to be securely enclosed • No driving of vehicles not associated with the pound to have access through.
Car collection vehicle information	4		Truck used in Camden: DAF LF210FA Gross weight - 12T Length - 8.05m Width - 2.4m Height - 2.65m Turning circle estimated 14 – 15m between 2 points The crane is a Hyva HT162 E3 with max. reach 8.19m, but when factoring in crane body and truck bed, there is potential to reach a height of approx. 13m, although this would require boom of crane to be fully extended upwards, which would not likely occur during a vehicle removal or decant. Very rarely have situations where boom is fully extended to the side, especially as max. safe load capacity decreases the further out that the boom extends, but if this were to be the case, The outreach to the side would be up to 8.19m from the body of the crane. With the stabiliser legs fully deployed on both sides, the max. width required, including the truck, would be up to 5m.
Waste storage	2		1100 litre bins

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

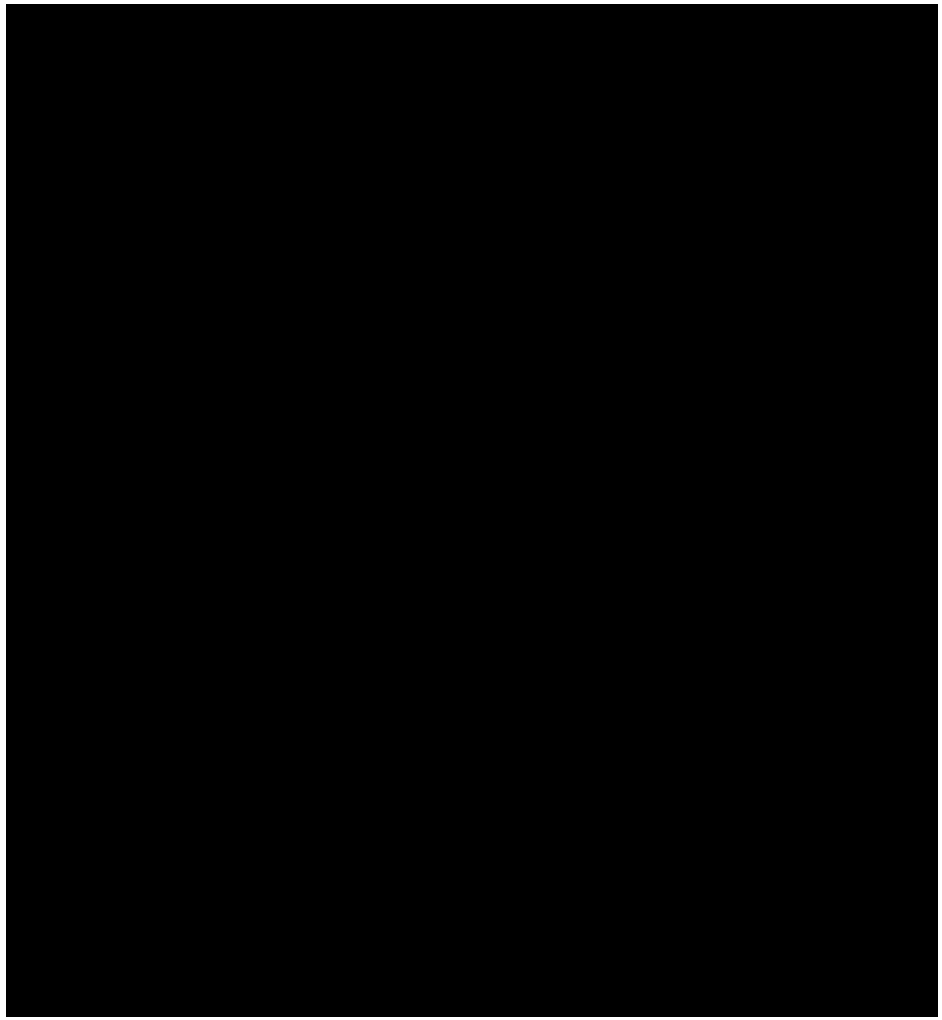
[redacted]

[redacted]

EXISTING FACILITIES AT [redacted]

[redacted]

use	number	Approximate area (m²) minimum required .	other
[redacted]			



What is proposed?

This report proposes the development of [redacted] where the majority of the current depot uses can be housed. This allows the following; -

1. Essential uses remaining at [redacted] upgraded to meet current workplace standards.
2. Removal of [redacted] and relocation to [redacted]
3. Removal of all depot uses from Holmes Road and relocation to [redacted] and Regis Road
4. Street sweepers accommodation relocated to Regis Road. Retention of recycling centre at Regis Road.
5. Development of [redacted] to accommodate relocated uses.

The following pages outline what will remain at depots and a study of what is required at [redacted]

This report proposes the development of [redacted] and the relocation of the majority of the current depots. This entails the following; -

1. Essential uses remaining [redacted] upgraded to meet current workplace standards.
2. Removal of all Camden depot [redacted] relocation to [redacted].
3. Removal of all depot uses from Holmes Road and relocation to [redacted] and Regis Road
4. Street sweepers accommodation relocated to Regis Road. Retention of recycling centre at Regis Road.
5. Development of [redacted] to accommodate relocated uses.

The following pages outline what will remain at depots and a study of what is required at [redacted]

What remains [redacted] be developed?

The site has been marked for inclusion within a larger development of the surrounding area. Any new development should accommodate the requirements of the depot which are outlined on the following pages. [redacted]

[redacted]

[redacted]

[redacted] A list of accommodation for staff and vehicles at this site, to be included in any development, are listed as follows.

use	number	Approximate area (m^2) minimum required .	other
[redacted]			

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]

What remains at [redacted] be developed?

[redacted]

- [redacted]
- [redacted]
- [redacted]

[redacted]

[redacted]

Use	number	Approximate area (m^2) minimum required .	other
[redacted]			

[redacted]

What remains at Holmes Road should [redacted] be developed?

Holmes Road and Regis Road have both been marked for redevelopment.

It is proposed that all council facilities at Holmes Road are moved to [redacted] and Regis Road.

The street sweeping facilities will move from Holmes Road to Regis Road. The depot is essential in the street cleaning of the borough and is one of a number strategically positioned to minimise travelling times for street operatives from their base to the areas of work.

The new street sweeping facility accommodation at Regis Road are included in the list on the following pages. Vehicles not indicated on this list will be stored at [redacted]

What will remain at Regis Road should [redacted] be developed?

It is proposed that the car pound facilities together with the Camden Street Team are moved off Regis Road to [redacted]

The recycling centre will remain at Regis Road.

A new street sweeping facility will be included at Regis Road. The accommodation requirement is indicated in the following table. Some of the large vehicles will be stored at [redacted]

REFUSE AND RECYCLING FACILITY

Use	number	comments
accommodation		
Staff using the facility	6	
Office	1	Office with desk/table (that acts as a meeting room for 3)
Office	1	Site supervisor to access CCTV and weighbridge system
kitchen	1	Fridge, sink worktops with sockets for cooking appliances such as toaster or microwave. Space for 4 to sit and eat.
Toilets	2	Both unisex one to be fully accessible
Female changing room	1	3 lockers and bench
Male changing room	1	3 lockers and bench
Shower	1	unisex
General store	1	small area for maintenance equipment (e.g. brooms, shovels, tools etc.) ,cleaning materials & absorbent granules kept on site to clean up any liquid spillages size approximately 7.5m²
vehicles		
Parking for public iside the site (not access road)	12	Reverse parking bays with access for vehicles to by-pass.
Parking for staff cars	3	Standard bays remote from main movement.
HGV vehicle	1	Parking bay 10mx3m
One loading shovel	1	Parking bay 7mx3m
Cycles	4	
Other		
Fuel tank	1	3,000l diesel fuel tank, an appropriately sized oil/water separator &

STREET SWEEPERS FACILITIES

Use	numbers	area	comments
accommodation			
Staff	86 (allow for 25 staff to be on site at any one time		2 x Operatives
Booking on room	1	12m²	
Canteen	Sitting for 25	32m²	Kitchen units, worktop. Fridges, TV.
Staff offices	5	1x12m² 4x9m²	
Staff WC	1		Unisex and fully accessible.
Male change	1	25m²	Allow for 35 two tier lockers
Female change	1	15m²	Allow for15 two tier lockers
Drying room		35m²	Hanging for approximately 75 coats
Tea point for office staff	1	4m²	Kitchen unts, fridge, worktop.
Operatives WC's's	3		Unisex one fully accessible
Unisex showers	3		One fully accessible.
Office store room			4m²
vehicles			
Barrow store	45	138m²	Level with street
Staff parking	5		Each bay 2.4x5m
Electric street sweeper parking	5	20m²	With charging
Karcher compact sweeper	4		Each bay 5mx2m
Goupil (small cage)	2		Each bay 5mx2m
buggy	2		Each bay 5mx2m

What could happen at [redacted]?

The development at [redacted] will mean the relocation of staff and vehicles. The following pages give an indication of the urban context and spatial requirements for the site should development take place.

[redacted]?

[redacted]

[redacted]

- [redacted]
- [redacted]
- [redacted]
- [redacted]

[redacted]

- [redacted]

[redacted]

- [redacted]
- [redacted]

What the evolution of work has yielded is not employees in power but empowered. For the first time in decades, wide swathes of the workforce are demanding more of their employers. More equity, more empathy, more humanity.

What is proposed at [redacted]?

Not all depot services can be removed from their present locations. Some depot services require an even distribution of a specific use across the borough. Services such as street sweepers, whose job entails walking a specific route, need facilities close to their routes. Consolidating such a service into one site would result in men and equipment being ferried to their work routes, with travelling time impacting on their on-street time. This together with added transport is likely to increase operational costs to the borough. [redacted] remains at Holmes Road or has been relocated nearby to Regis Road. [redacted] Large vehicles and a central street sweepers office will be accommodated at [redacted] development of that site progresses.

[redacted] Its location [redacted] lends itself to further development. What constitutes a viable development for the site is open to debate and with the pressures on Councils to meet their residential quotas a site of this nature would seem an opportunity.

Depot sites are slowly being condensed and in some instances to an extent where the use becomes remote from the areas where they are required. This remoteness brings associated traveling costs for both staff and vehicles when attending to the needs of the borough. Retaining depot uses within the borough in a sensible location, minimising impact on particularly residential occupiers is an option that should not be turned away lightly. [redacted] has the possibility of being developed to accommodate the council needs by the amalgamation of various uses off other sites. Finding sites within London that can suit the combination of vehicle parking, and maintenance, storage and office accommodation is difficult if not impossible to find.

Utilising [redacted] and expanding its size to suit the uses is a route that could meet the future needs of the borough and its aims of becoming carbon neutral. Combining departments and ancillary accommodation means a reduction in floor space while allowing flexibility for the future occupational needs.

The following pages outline what can be achieved [redacted], providing approximate areas for offices, storage, maintenance and vehicle space. A brief description of the surrounding environment has also been provided as access for staff and visitors to and from the site needs to be considered.

Accessibility and integration

Work places should ideally be accessible to public transport. Not all staff drive to work and such practices might be discouraged in the future as the aim to become carbon neutral is achieved.

[redacted]

- [redacted]
- [redacted]

[redacted]

[redacted]

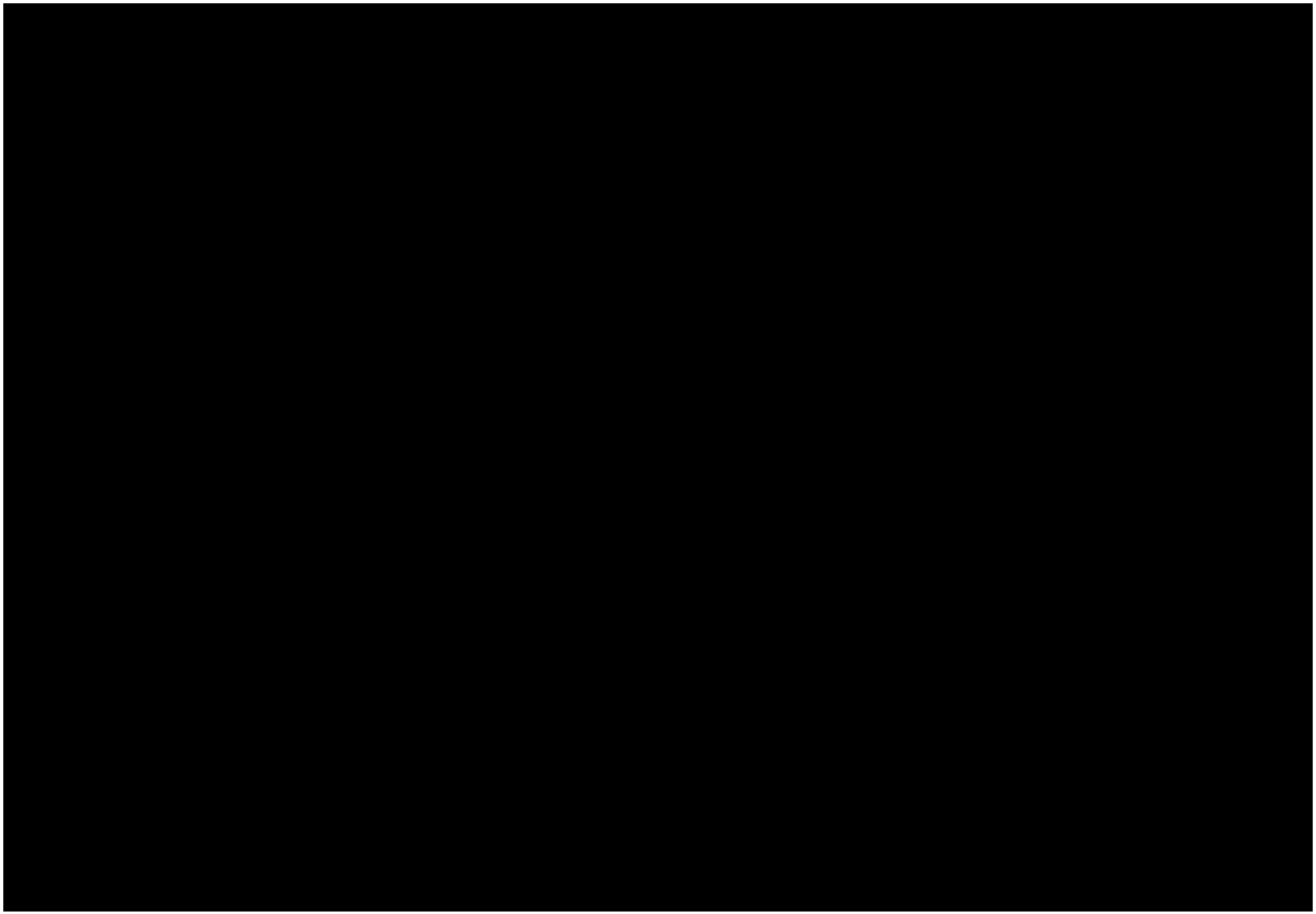
The environment

[redacted]

[redacted]

[redacted]

Any new building should, as far as possible, be accessible to all, be it staff or visiting public. There should be no discrimination. Horizontal and vertical circulation both inside and outside the building should accommodate the flexibility to meet the unaccompanied needs of all. The final design will be in compliance with the Building Regulations, Approved Document Part M. the scheme as proposed takes these requirements into the basic planning.



Vehicular access

The site fronts [redacted].

[redacted]

[redacted]The existing will need to be widened and new security installed.

What are the Initial plans for

[redacted]

The following pages outline initial proposals for the site. They are not intended to be a final scheme to be adopted for future development or set a precedence but are indicated simply to ensure that the proposals fit into the site. The drawings also allow budget costs to be prepared to ensure the financial viability can be considered in determining whether to progress with the proposal.

drawings also allow further debate with regards the electrification of the current vehicular fleet and the benefits, if any, of centralisation of the vehicles.

The drawings should be considered indicative and for discussions. They indicate the overall site layout and provide more detailed layouts of the office and storage accommodation.

There is undoubtedly further works to be undertaken in developing the plans through discussions with individual departments, honing the layouts to suit their requirements. There is also the need to develop services strategies to ensure that the proposal meets the future council aims of becoming carbon neutral or negative. The plans aim to allow this discussion to take place.

What do the plans show?

The following pages highlight the overall site plans followed what is proposed at each floor to allow an understanding of what could be achieved,

Lower ground floor uses

[redacted]This entrance will provide lifts and stairs to the upper levels of the offices and direct access to the eastern levels of vehicle parking.

Three entrance are shown rising up through the plans. one will serve the office accommodation while the others are indicated to show linkage to a possible sperate use at roof or podium level. The podium entrances are not designed and shown as simple blank spaces.

The remaining areas of the ground floor plan consist of

- Plant serving the office areas, allowing the roof to remain clear for future development.
- Fuel storage for vehicles.
- Gas storage for vehicles
- Substation for electrification
- General storage

[redacted]. To accommodate the spaces stated it would be necessary to undertake excavation or if considered necessary, raise the upper ground parking level, creating more head height and access to these spaces from the immediate adjoining pavement.

Upper ground floor [redacted]

[redacted]The entrance will be widened with new security hut, gates and barriers. Control of vehicles entering and leaving the site is subject to design development but will need to take account of speed in identification and access. Controlled entry and exit will allow better security throughout the site.

On entry all vehicles will move through the service yard. [redacted]

Staff accommodation and storage for the maintenance bays are located to the rear. Depending on operational requirements a mezzanine could be installed over part.

Floor to ceiling height throughout the maintenance areas are 5 metres clear. Vehicular access to the bays is from the service yard.

The service yard is approximately 25 metres wide to ensure vehicles can be manoeuvred into the maintenance bays. Limited parking is shown in the yard to allow flexibility on its use.

[redacted]

Direct links between floors via the stair cores will provide easy access for staff signing in and out reception, together with facilities such as changing rooms, breakout space, canteen wc's and offices.

Idverde has also been shown on this level. This allows some of the storage units to be used for loose materials with access from the yard. Staff accommodation including changing facilities, offices, canteen, toilets and showers are indicated on a mezzanine with direct access from the yard.

Storage is also shown for Veolia.

The service yard contains the main fuelling points and tyre inflation point for vehicles. The location and quantity of these will be subject to discussion in the design development stages.

Vehicles needing to travel to first floor level will do so via the ramps leading from the service yard. Between these ramps will be the vehicle wash facilities which are envisaged as a gantry wash system, where vehicles are parked and machinery undertakes the cleaning. Some systems of this nature provide a wash time of 5 minutes. Adjoining will be manual jet washing facilities to allow smaller vehicles to be cleaned and washed externally and as necessary internally.

[redacted]

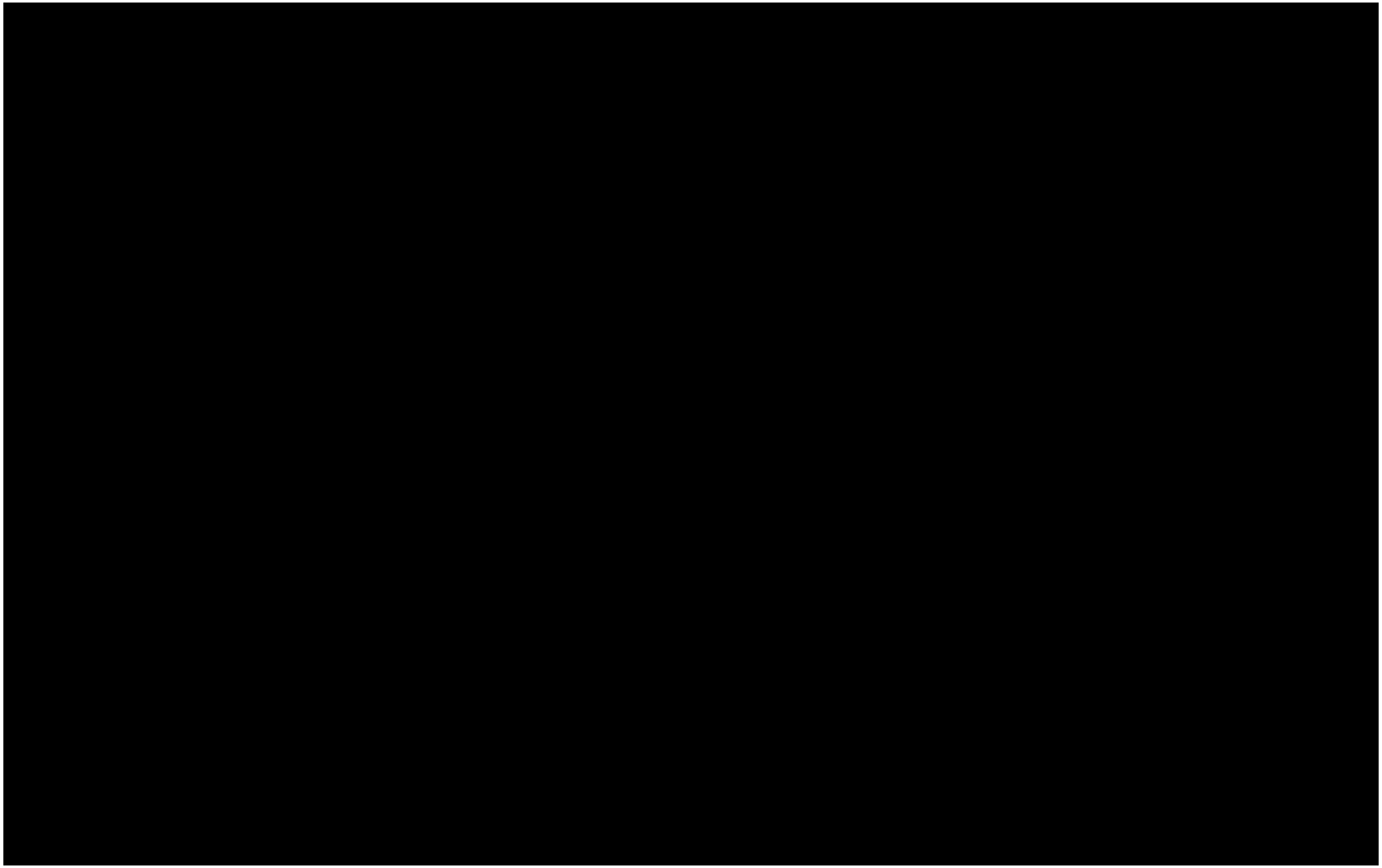
[redacted]

[redacted]

[redacted]

[redacted]

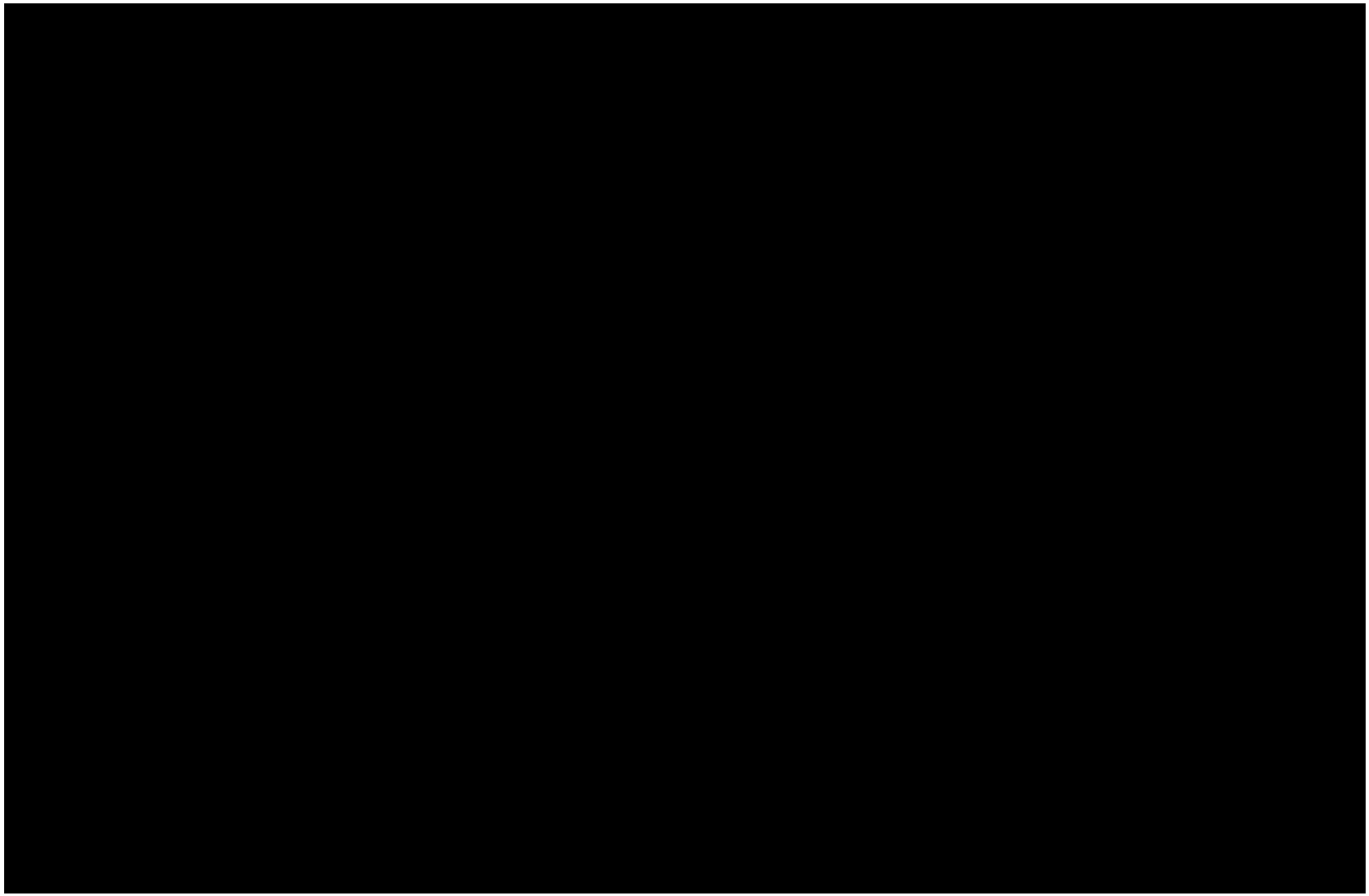
[redacted] Both first and second floors will be linked to the remainder of the site by vehicle ramps and a pedestrian walkway. The third floor will be roofed, developed as a blue roof to aid water retentions on the site and form a platform for solar panels and wind turbines, the latter two assisting in the electrification of the fleet and building energy requirements.



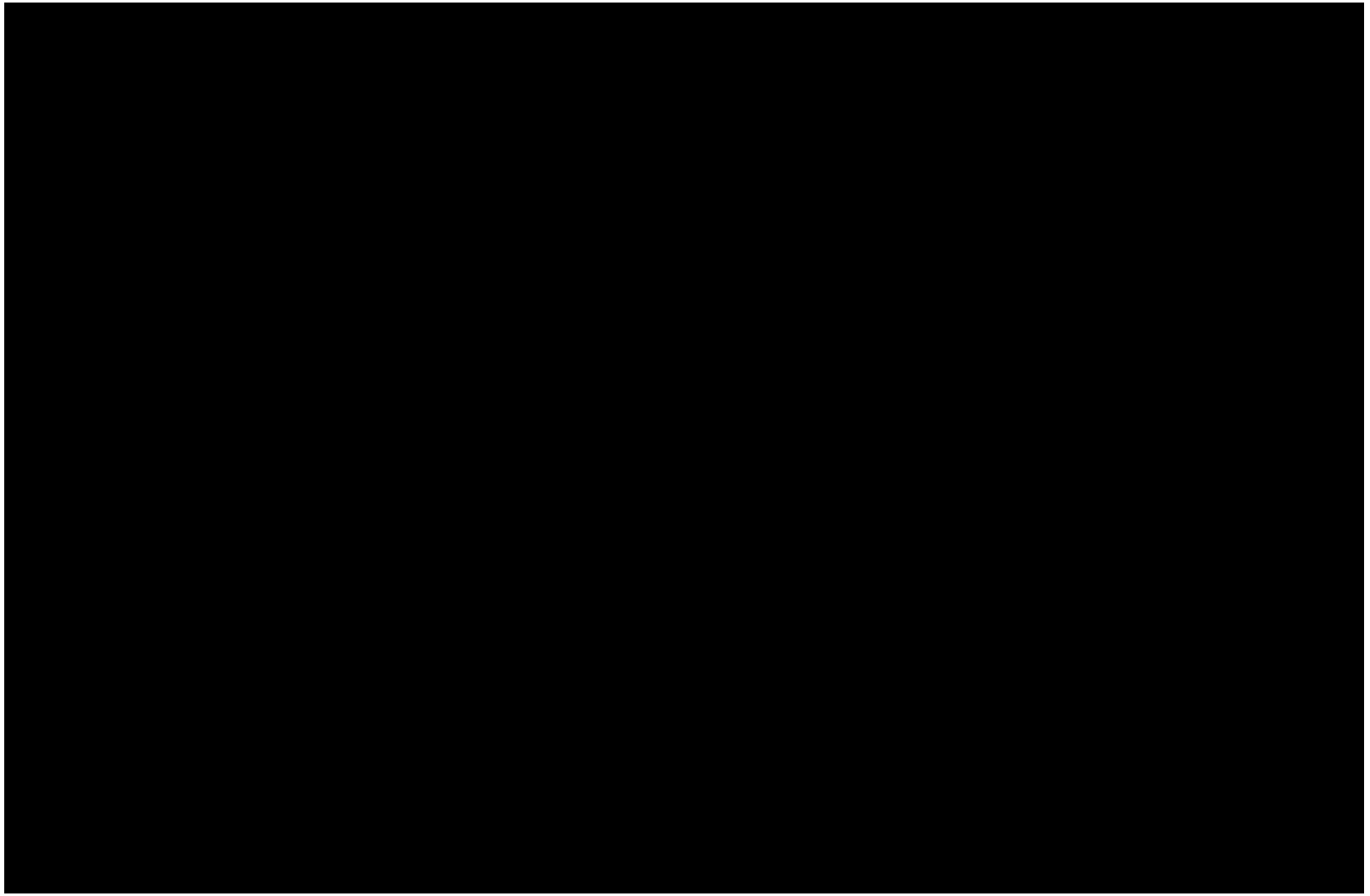
First floor east site

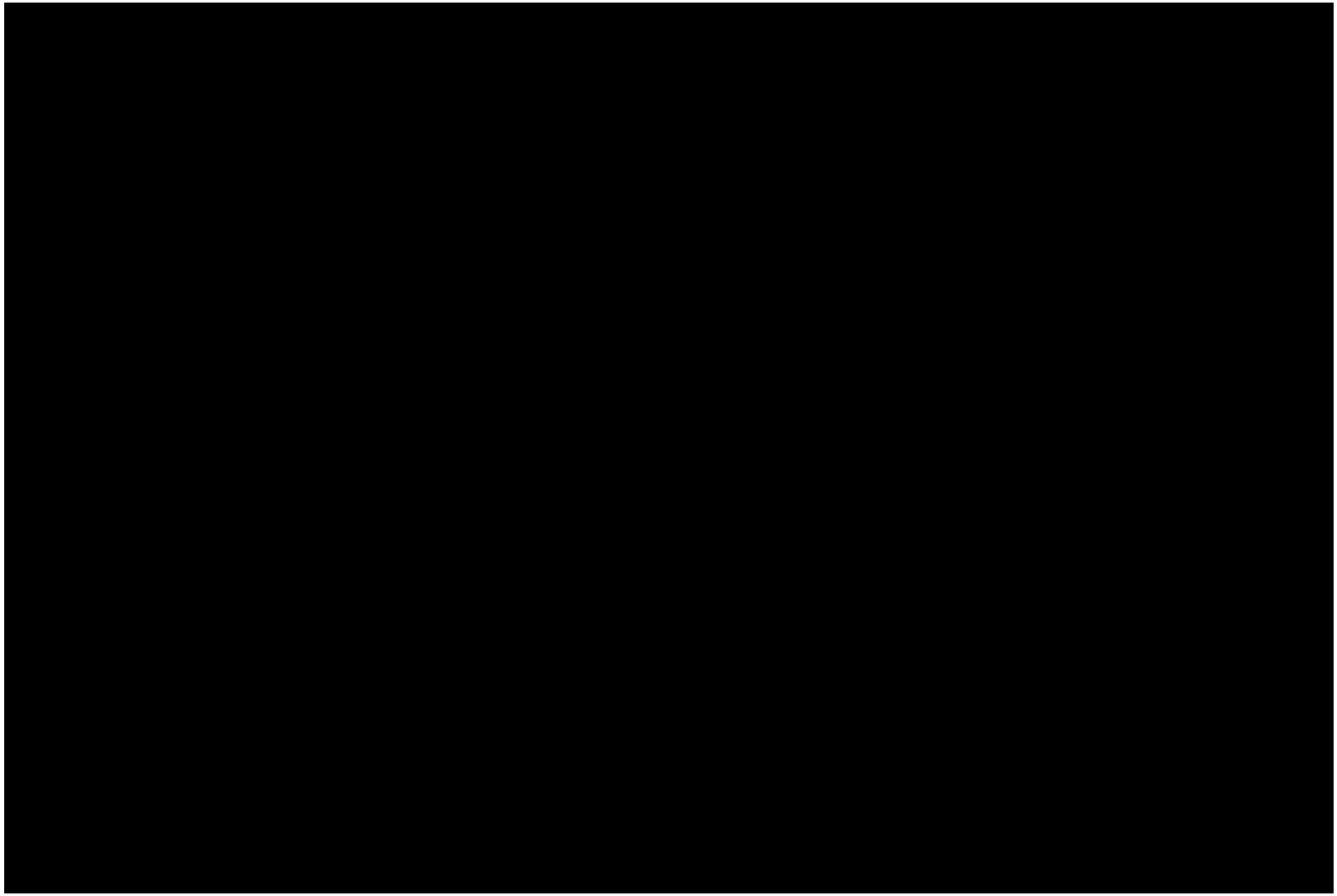
[redacted]

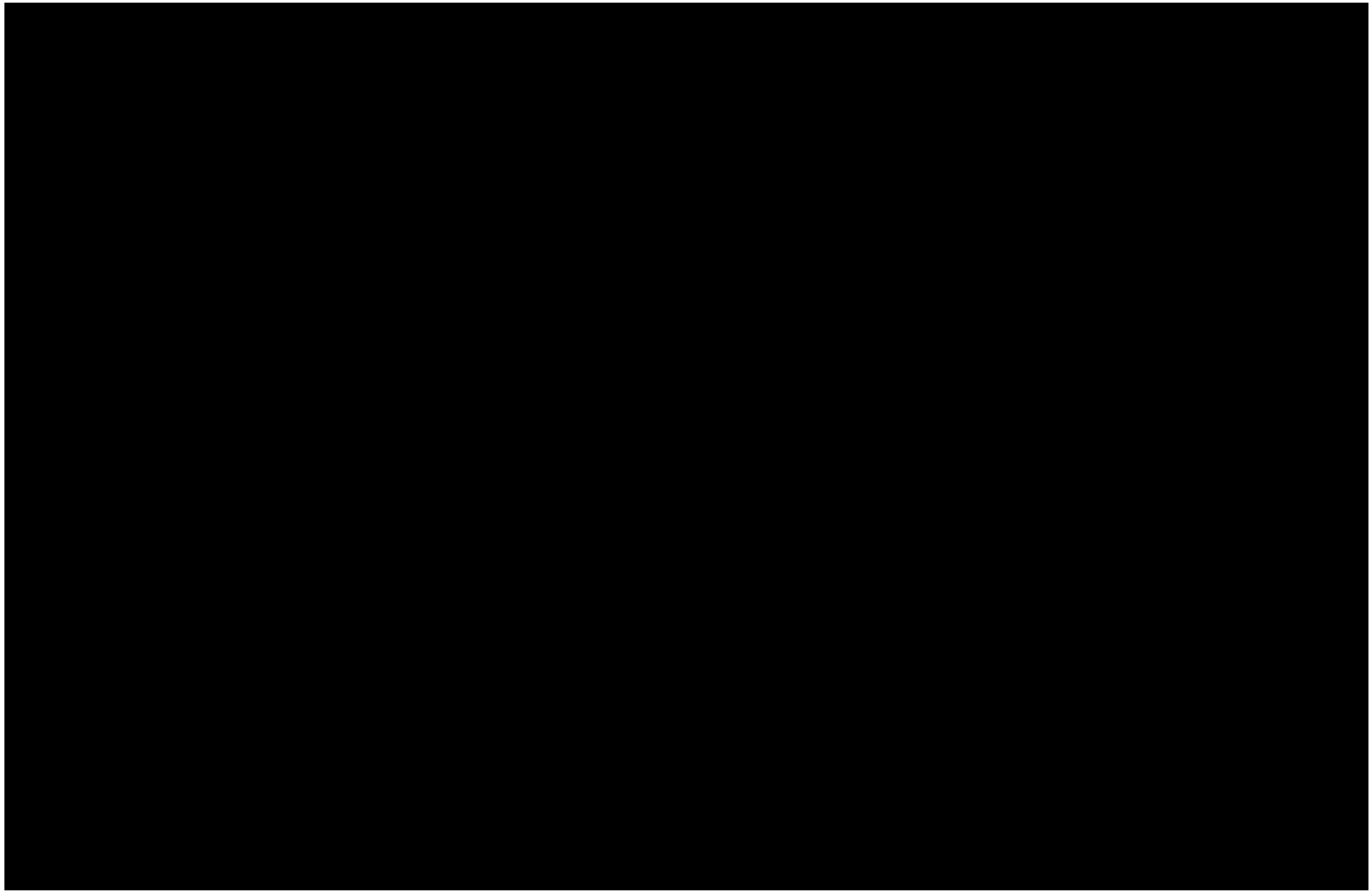
....HALF OF THE ORGANISATIONS SURVEYED THINK THEIR ORGANISATION WILL REDUCE THE SIZE OF ITS REAL ESTATE PORTFOLIO AND OF THESE, ONE THIRD BELIEVE THEY WILL REDUCE BY MORE THAN 30%. FOR FINANCIAL SERVICES FIRMS, 60% OF RESPONDENTS SAID THAT THEY WILL REDUCE THEIR FOOTPRINT WITH 59% EXPECTING IT TO REDUCE BETWEEN 21% - 40%. FOR ORGANISATIONS WITHIN THE GOVERNMENT AND PUBLIC SECTOR, 57% SAID THEY WILL REDUCE THEIR OFFICE FOOTPRINT WITH 60% EXPECTING IT TO REDUCE BETWEEN 11% - 30%. WITHIN THE CONSUMER MARKETS SECTOR, ONLY 28% OF BUSINESSES STATED THAT THEY PLAN TO REDUCE THEIR OFFICE FOOTPRINT (VS 50%

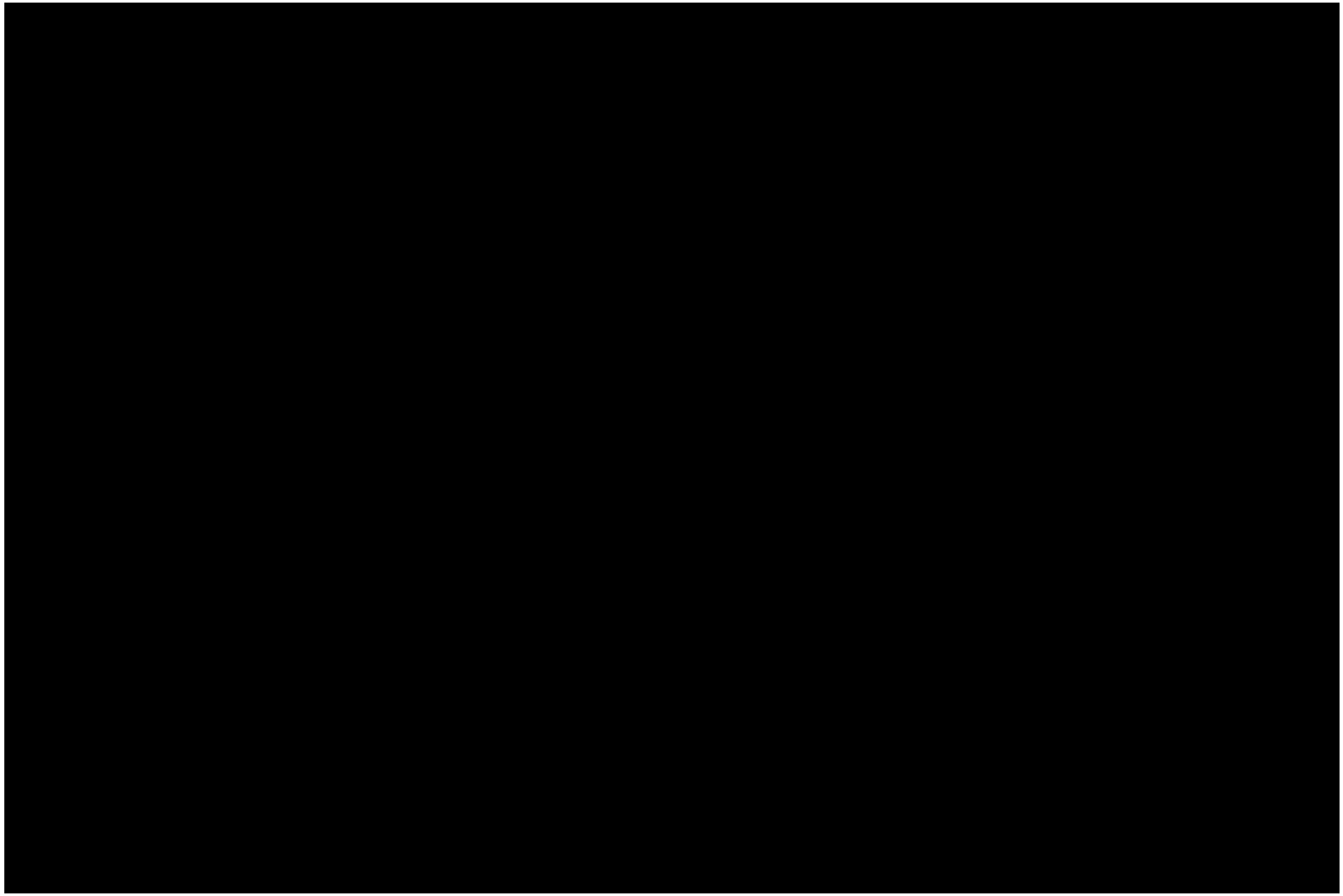


[redacted]









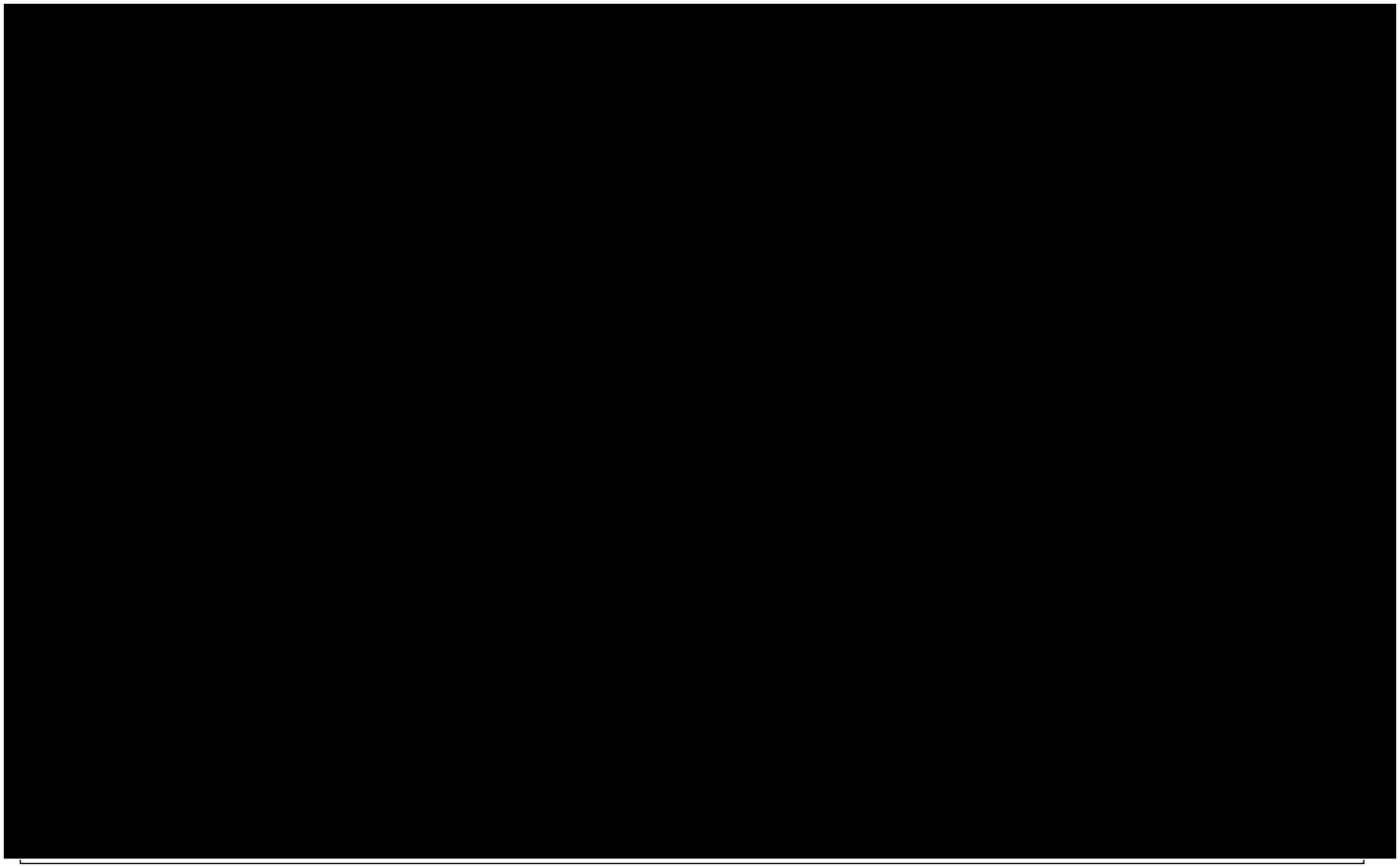
Could there be a development over the proposed depot?

Podium level (roof to offices and vehicle parking)

The depot proposal terminates in a flat roof. This area could be a podium and allow development above. This podium could extend from the independent access cores shown on the plans.

[redacted].

The proposal retains the east depot roof allowing space for a blue roof, for water retention and solar panels for energy production to assist with the fleet electrification.



What could the timeline be for the development

[redacted]

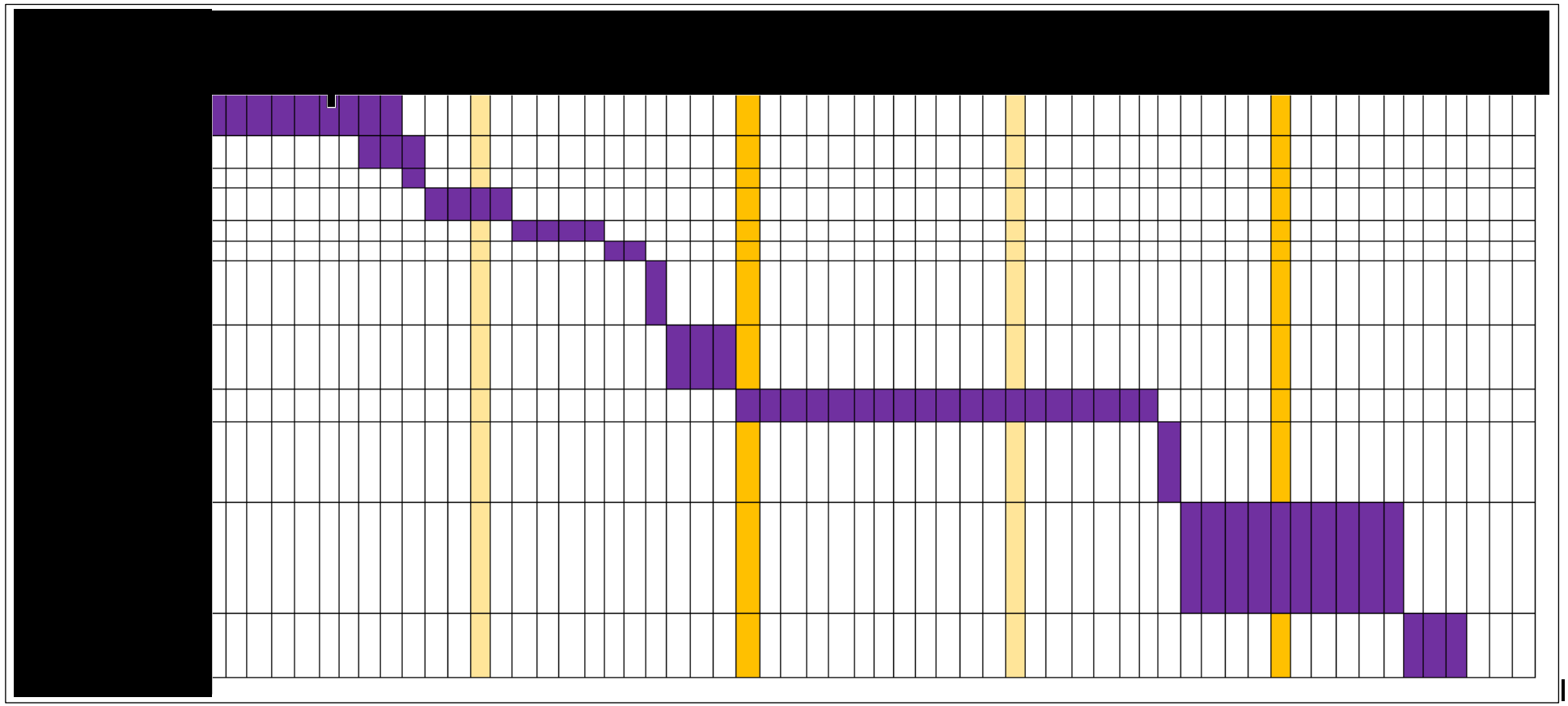
[redacted]

[redacted]

[redacted]

[redacted]

- [redacted]
- [redacted]
- [redacted]
- [redacted]



[redacted]

What would [redacted] cost?

[redacted]The figures do however provide a budget figure for discussion. It should be borne in mind when reviewing that developers might incur part of these costs when including depots in their future developments. Costs therefore might be offset against the benefits to developers of moving the depots away from sites.

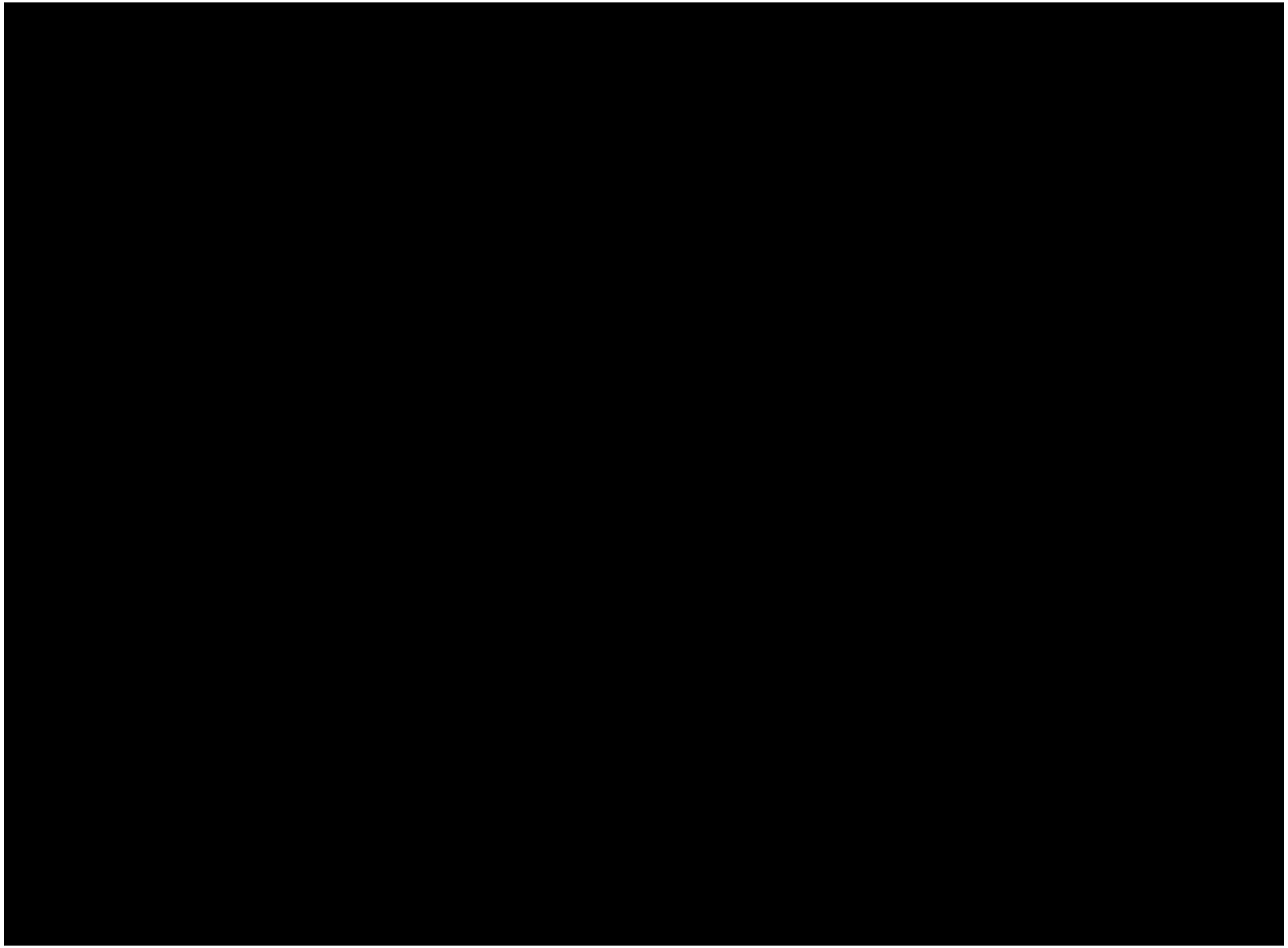
[redacted]

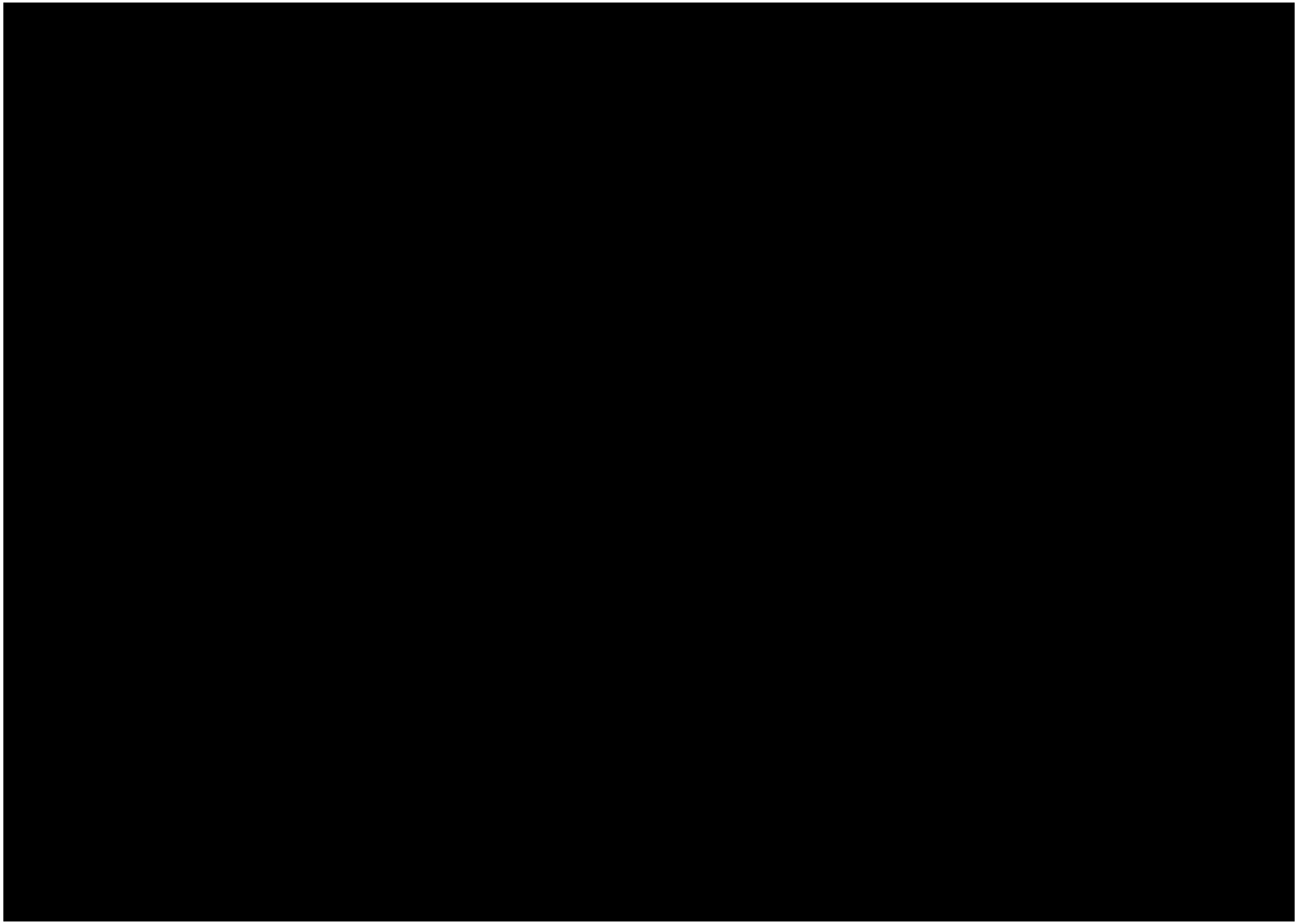
[redacted]

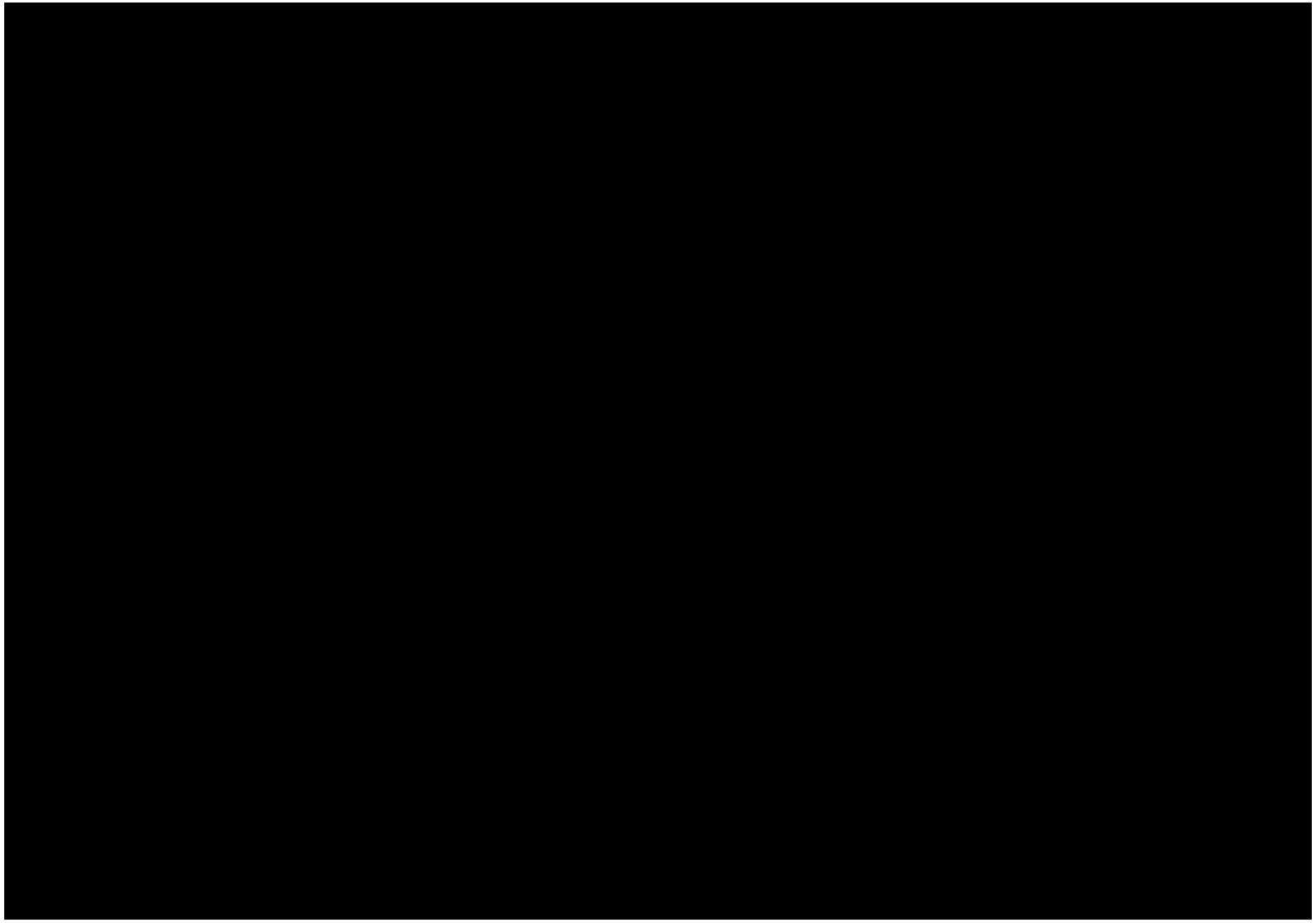
As previously stated design development might reduce the floorplates and result in significant reduced costs.

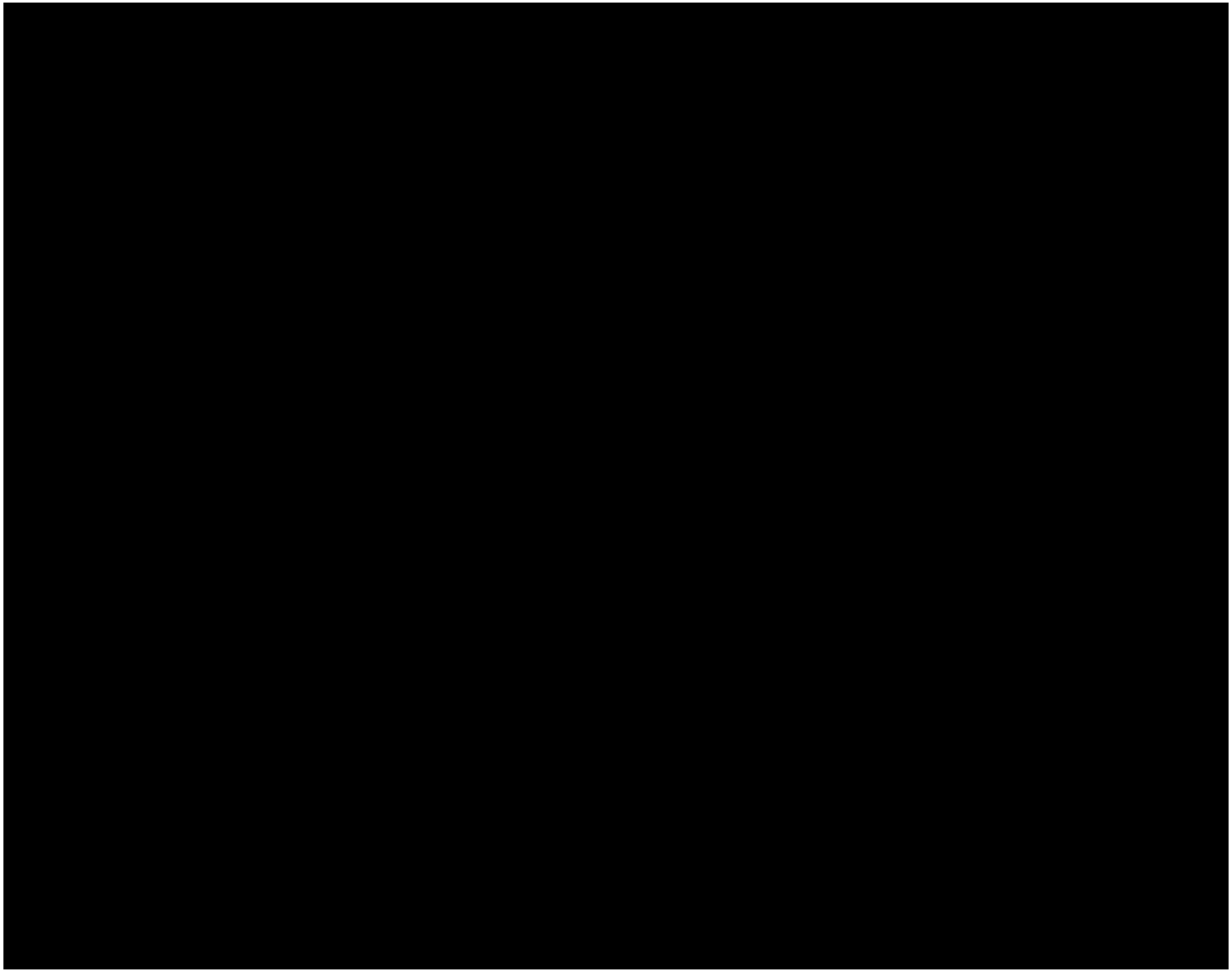
INITIAL CONCEPT IMAGES FOR COSTING PURPOSES

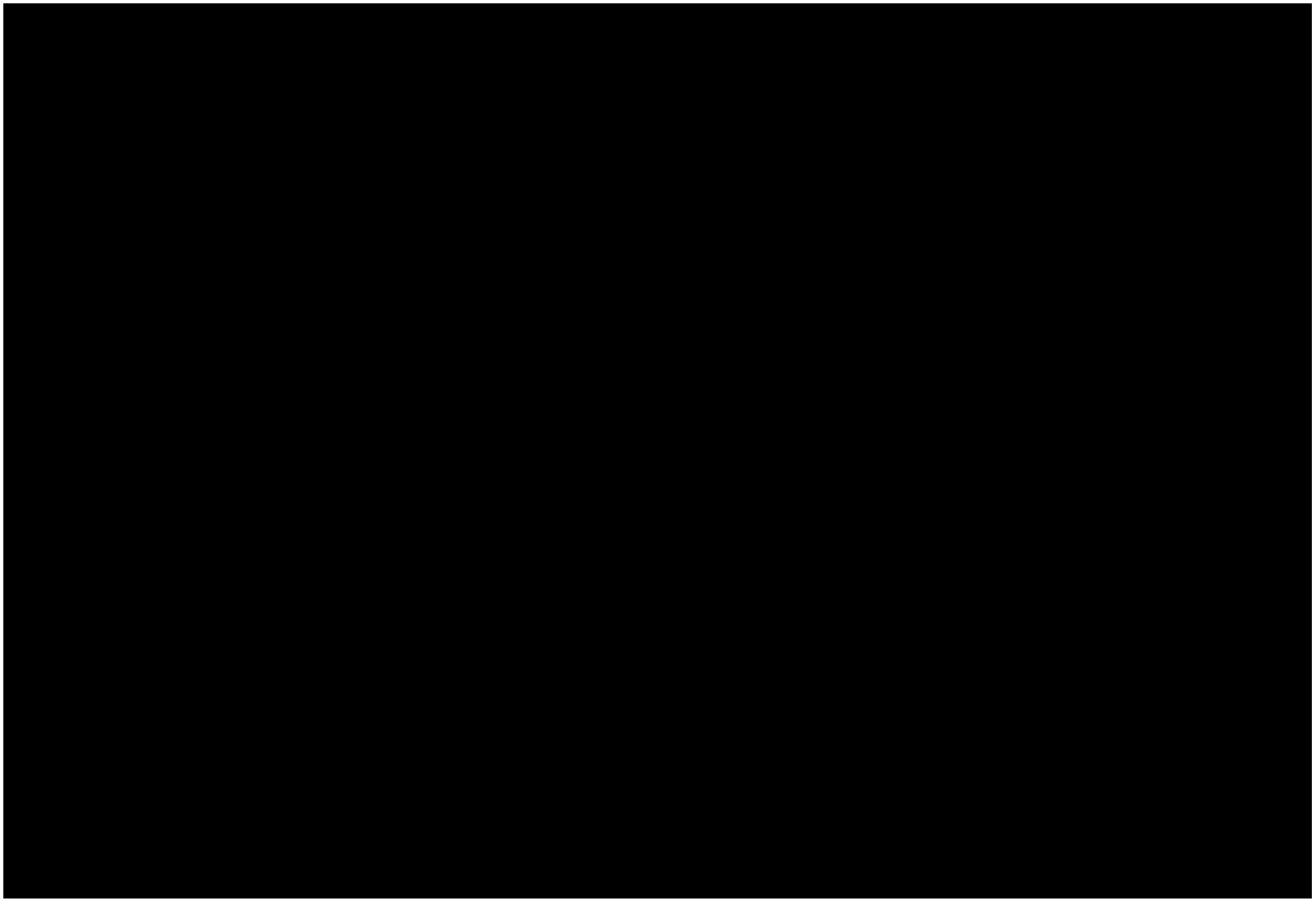
[redacted]

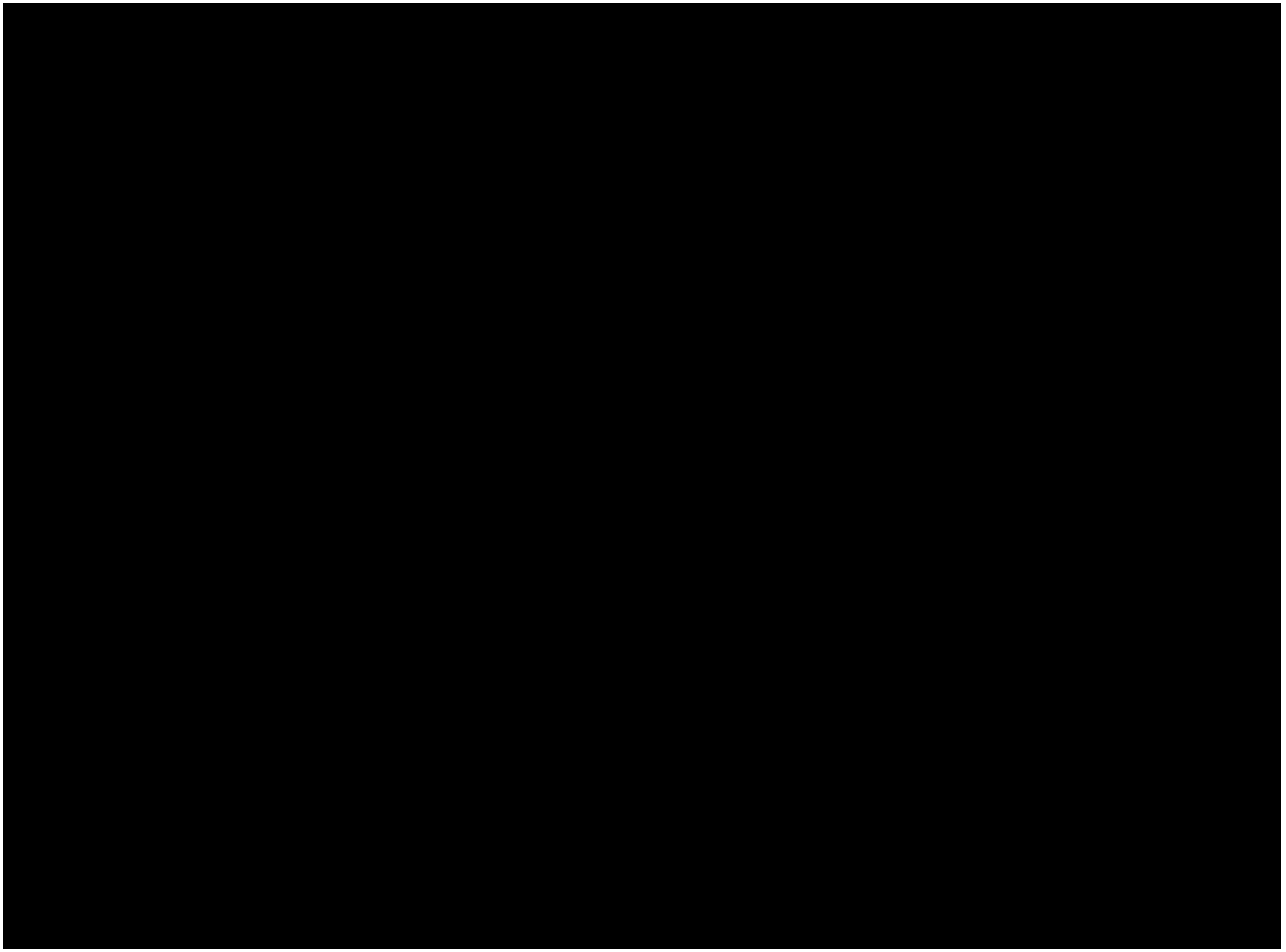


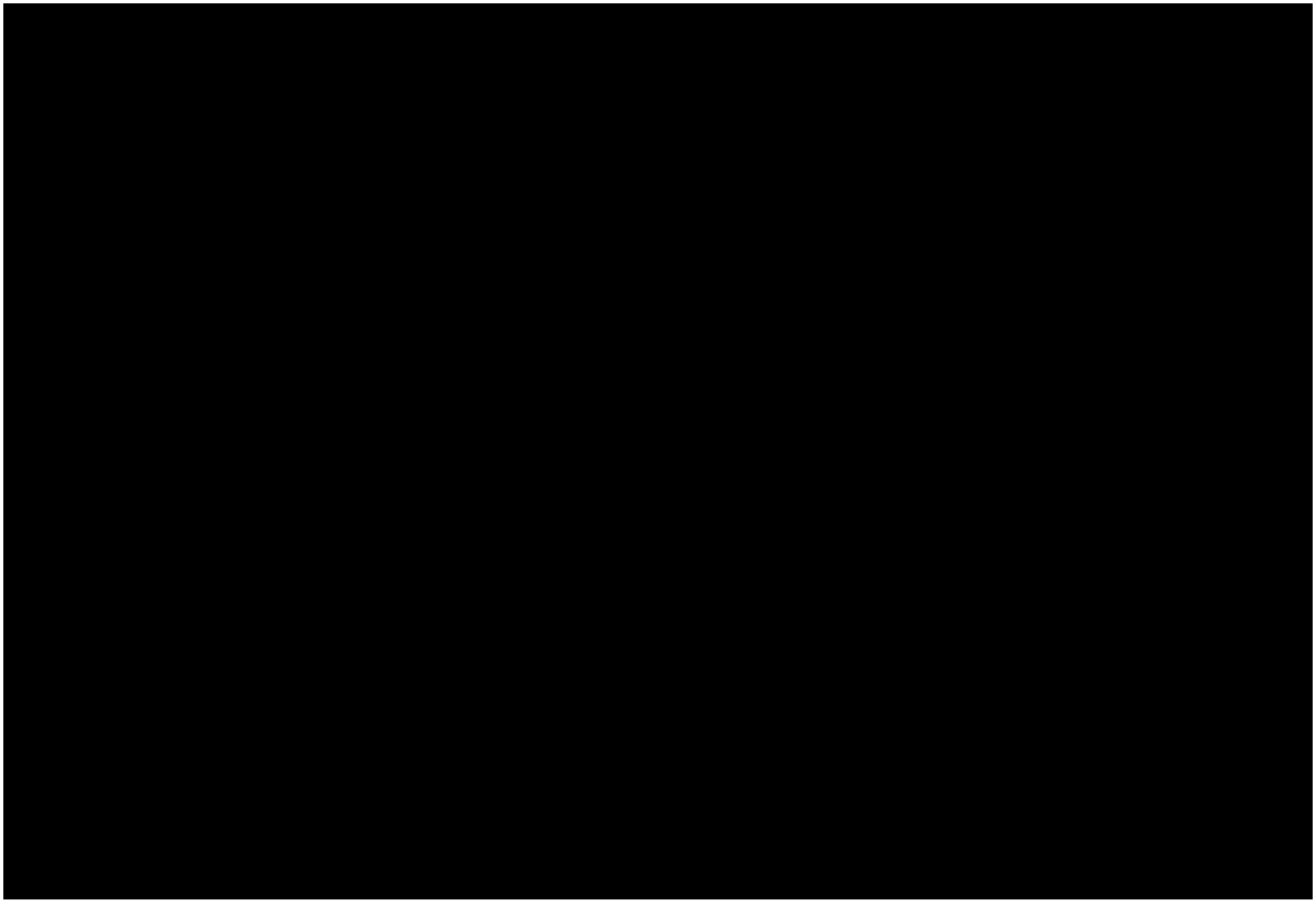


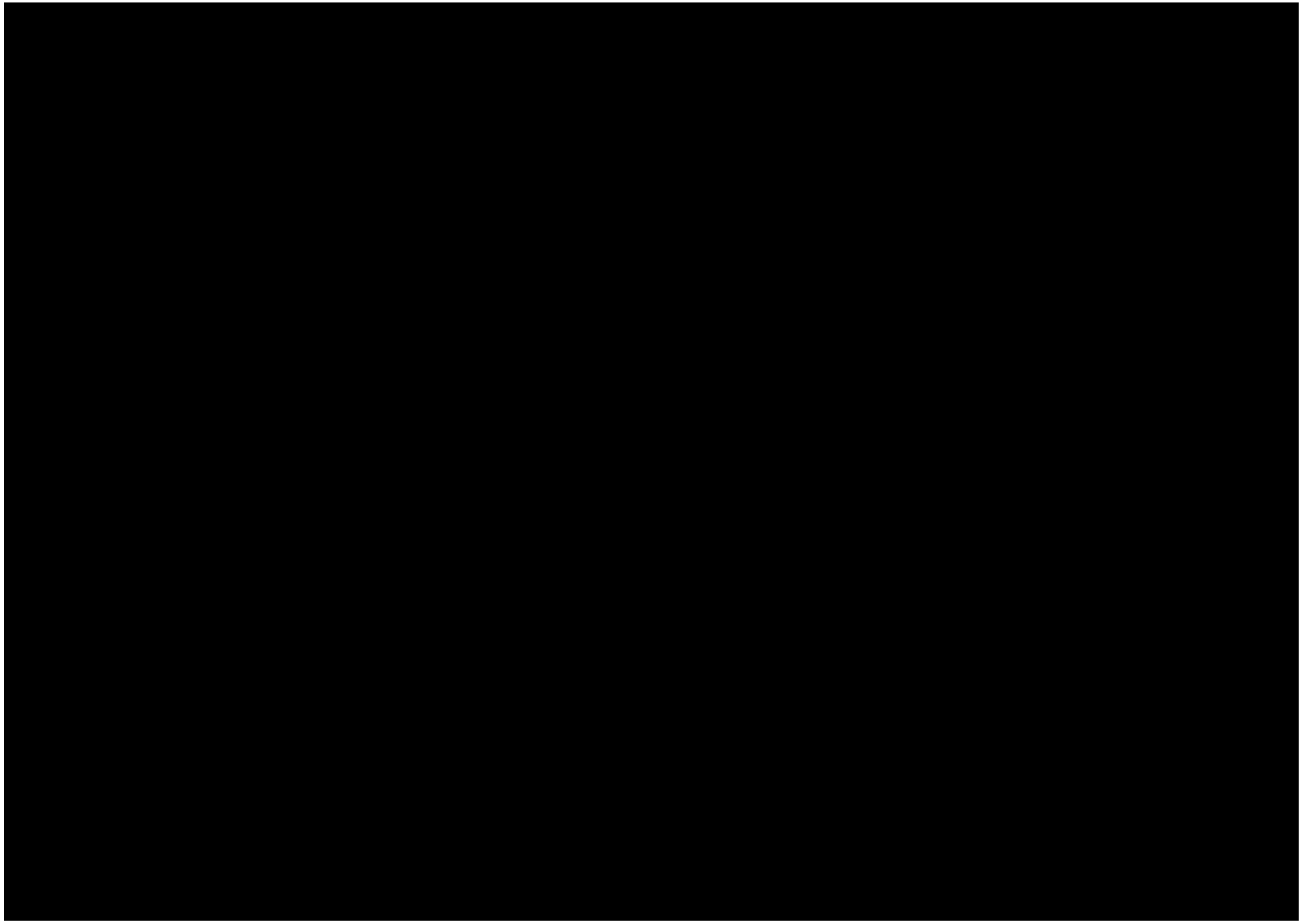


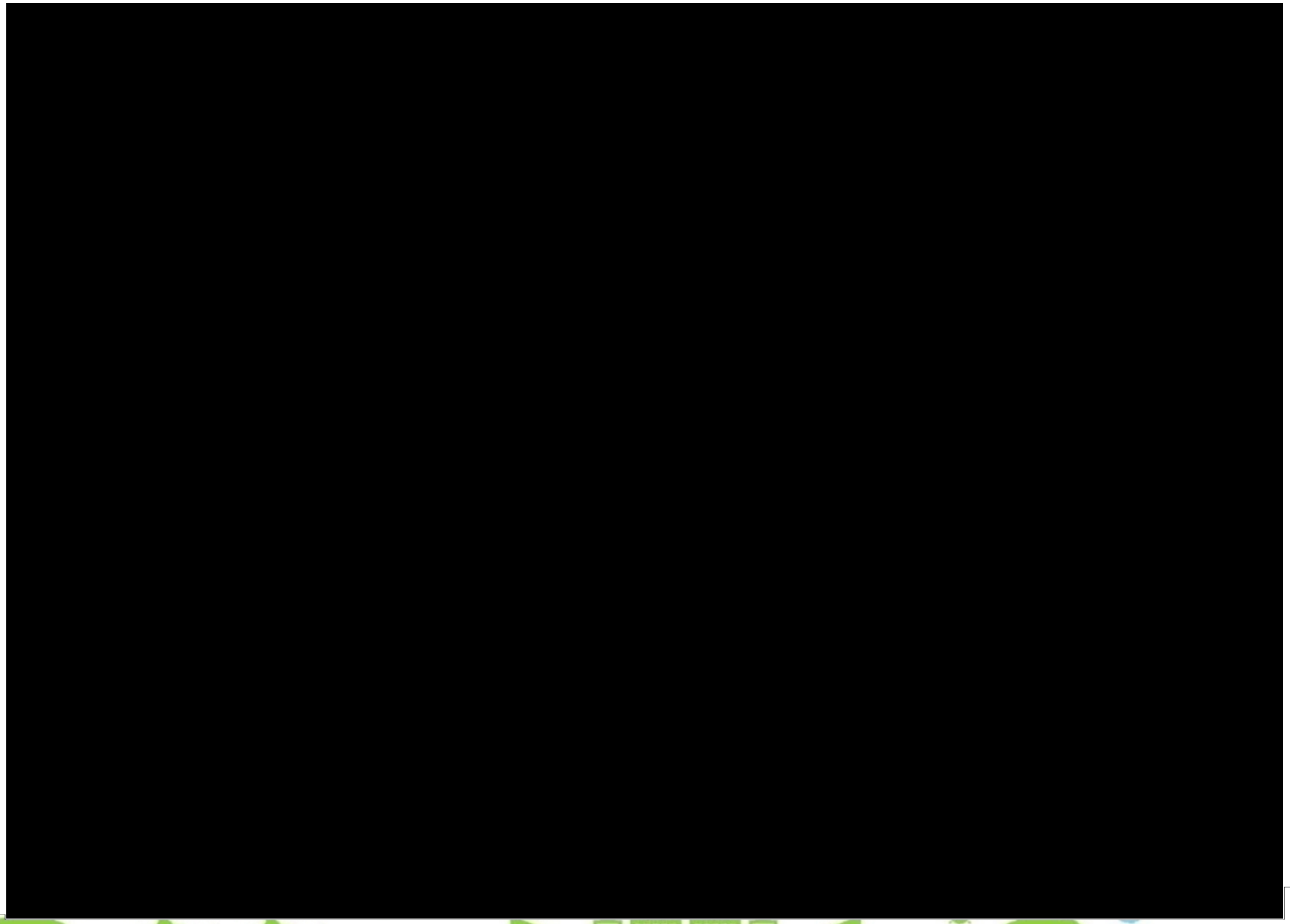


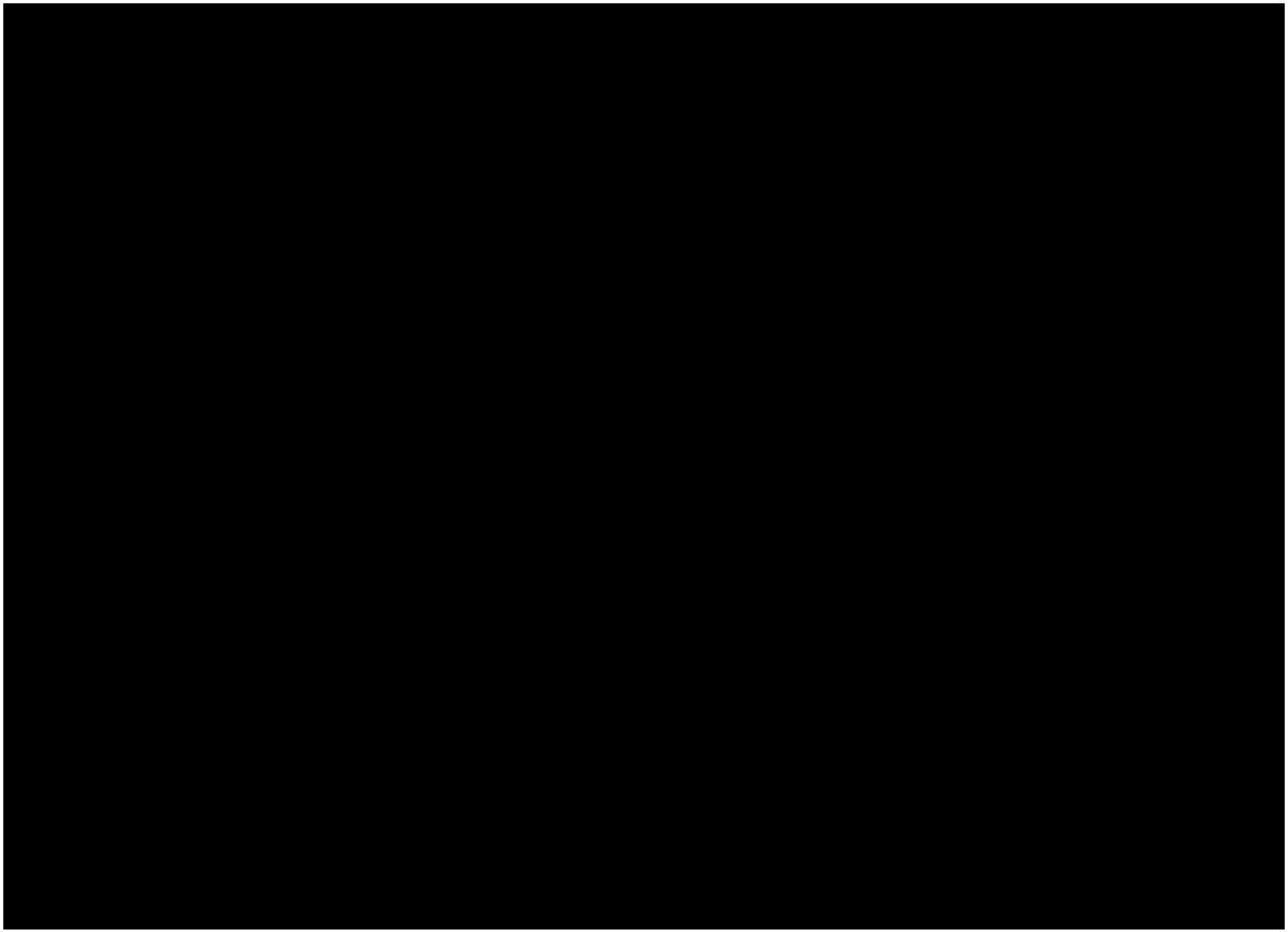












EARLY DESIGN DECISIONS AND RISKS

Structure

It is envisaged that the main structure of the building will be reinforced concrete. Robustness in the structure against fire is considered essential. The use of sprinklers will assist.

The setting out of the structural grid is important in maximising the parking spaces. The column spacing indicated is 10.1 metres. This is based on parking three large vehicle, each bay approximately 3 metres, or four small vehicles, each bay 2.4 metres. During design stage development this might vary

Floors and roof will be concrete. Each floor having appropriate wearing surfaces and laid to fall to outlets. Floor to floor heights of the parking proposals are indicated at 6.5 metres but can be adjusted should the fleet be allocated specific areas. office floors are indicated as approximately 3.5 metres

Vehicle tracking

Tracking of vehicles around the site has been undertaken to ensure turning curves are achievable. Copies of the tracking are indicated over the following page.

Risks

However, there are risks to using one location. Should an incident occur that limits access in and out of the site then vehicles could be trapped until the incident is resolved. The likelihood of an incident might be extremely low and not any greater than an incident occurring at any one site of a distributed depot arrangement. [redacted]

- [redacted]
- [redacted]
- [redacted]
- [redacted]
- [redacted]

What would be required on existing depot sites if [redacted] not developed?

[redacted] If this was the case and the decision to retain the depots within existing sites or other, then developers of those sites would require a schedule of accommodation to be provided. The following pages give developers a basis to understand these requirements.

The accommodation schedules are based on the information provided by Camden Council and [redacted]

- [redacted]
- [redacted]

3. Holmes Road and Regis Road

[redacted]

Holmes Road and Regis Road requirement lists are combined under the one heading as developers might have preference how to split the uses between sites.

[redacted]

The areas stated in the document are approximate and subject to amendment to suit the requirements and final layout. some of the services within the depots have specific requirements and these have been highlighted in the schedules. These requirements are subject to alteration as development plans are produced as each can be influenced by layout designs.

Circulation, plant rooms, conduit locations and sizes are not included in the schedules. Their layout and design must be developed to suit the final configuration. Levels and types of service supplies must be agreed with relevant team leaders.

Dedicated plant and service runs in all developments which serve council facilities must be located with easy unlimited 24-hour access for maintenance and repair.

[redacted] Schedule of accommodation for any new development

The present accommodation on the site is poor and would need to be upgraded in any development. Vehicles currently parked at the site would need to remain.

The schedule of accommodation and vehicles to be included in any development are shown in the following table.

Use	numbers	area	comments
accommodation			

[redacted]

[redacted]

[redacted]Schedule of accommodation for any new development

[redacted]

- [redacted]
- [redacted]
- [redacted]

The following schedule highlights the accommodation and vehicles required in any new development [redacted]

[redacted]

- [redacted]

Use	number	Area	Comments
Staff			

[redacted]

[redacted]

- [redacted]
- [redacted]
- [redacted]
- [redacted].

Use	numbers	area	comments
accommodation			

[redacted]

[redacted]	[redacted]	[redacted]	[redacted]

Requirements for [redacted]

[redacted] the following areas encompass the requirements.

Use	number	area	Commnt

[redacted]

Holmes Road/Regis Road; schedule of accommodation requirements for any new development

Presently Holmes Road provides accommodation for various council offices, workshops and storage. Veolia, the council's street sweeping contractor also has staff accommodation, offices and storage at the site. The site also provides parking for council vehicles.

Regis Road provides accommodation for the recycling team, public accessible recycling facilities, car pound operatives and the councils parking and enforcement teams with associated parking.

The following provides a schedule of areas that would need to be accommodated in any site development.

The electrification of fleet vehicles may require spaces within any new depot. Some vehicles are parked at depots and these have been shown in the various accommodation schedules. Some are taken home or parked at various places around the borough. The latter two categories of parking have been assessed and included in the accommodation associated with the Holmes Road/Regis Road accommodation schedule.

The residential units at Holmes Road are not included in the schedules but might be required to be included in an developers brief.

The street sweeping facilities at Holmes Road

Veolia operate a street sweeping facility from the site. This is one of a number that are dispersed around the borough to provide ease and timely access to the street requirements.

1. The facility should avoid lifts. Barrows should by level with the street.
2. Caged vehicles require access to the site.
3. Refuse is not normally brought back to the site but a skip will be required with adequate means for delivery and removal.
4. Electrical charging points to be installed as recommended by the EST for fleet vehicle

Use	numbers	area	comments
accommodation			
Staff	86 (allow for 25 staff to be on site at any one time		**AM Shifts - Monday to Friday** 5 x Managers 1 x Administrator/Receptionist 5 x Communications Team 75 x Operatives **AM Shift - Saturday** 1 x Environmental Manager 40 x Operatives **AM Shift - Sunday** 1 x Environmental Manager 32 x Operatives **PM Shift - Monday to Sunday** 1 x Environmental Manager 25 x Operatives

			Nights Shift - Monday to Sunday 2 x Operatives
Booking on room	1	12m²	
Canteen	Sitting for 25	32m²	Kitchen units, worktop. Fridges, TV.
Staff offices	5	1x12m² 4x9m²	
Staff WC	1		Unisex and fully accessible.
Male change	1	25m²	Allow for 35 two tier lockers
Female change	1	15m²	Allow for15 two tier lockers
Drying room		35m²	Hanging for approximately 75 coats
Tea point for office staff	1	4m²	Kitchen unts, fridge, worktop.
Operatives WC's's	3		Unisex one fully accessible
Unisex showers	3		One fully accessible.
Office store room			4m²
vehicles			
Barrow store	45	138m²	Level with street
Electric street sweeper parking	5	20m²	With charging
18 tonne RCV	1		10x3m parking bay
12 tonne water tanker			7x3m parking bay
12 tonne mechanical sweeper	2		Each bay 7x3m
7.5 tonne Mechanical Sweeper	3		Each bay 7x3m
4.5 tonne Mechanical Sweeper	2		Each bay 7x3m
7.5 tonne cage Tipper	7		Each bay 6x3m
5 tonne Cage Crew Cab Tipper	4		Each bay 7x3m
3.5 tonne Cage Tipper	2		Each bay 6x3m
3.5 tonne Iveco Van	3		Each bay 7x3m
5 tonne Cage With Pressure Washer	2		Each bay 7x3m
Karcher compact sweeper	4		Each bay 5mx2m
Goupil (small cage)	2		Each bay 5mx2m
buggy	2		Each bay 5mx2m
7.5 tonne Gritter Lorry	5		Each bay 7x3m
Storage			
Equipment/bag storage	1	15	
Chemical paint storage	1	10	
Gas/cylinder cage storage	1	10	
Waste and recycling bins	8		1100 litre euro Bins
Bunded diesel tank	1		32,000 litres
ADD Blue tank	1		1,000 litres

The car pound facilities at Regis Road

1. The car pound requires public access to a reception desk where money for fines can be paid. Access to the pound from the payment rea should be secure and the public accompanied by a member of staff.
2. Only impounded vehicles, removal lorries and associated staff cars/vans should travel ino or through the car pound.
3. The height of a car pound should be approximately 5 metres.
4. Impounded vehicles are off loaded by a flat bed truck.
5. Access for a removal truck for offloading and loading vehicles
    a) Truck used in Camden: DAF LF210FA
    Gross weight - 12T
    Size; 8.05 m long x 2.4 m wide x 2.65 metres high
    Turning circle estimated 14 – 15m between 2 points
    b) The crane attached to the lorry is a Hyva HT162 E3 with max. reach 8.19m horizontally
    c) Height required for offloading vehicles approximately 5.5 metres.
6. With the stabiliser legs fully deployed on both sides, the max. width required, including the truck, would be up to 5m.
7. Electrical charging points to be available in compliance with EST recommendations, for fleet vehicles.
8.

Use	number	comments
accommodation		
Staff on site	24 office 30 others at any one time	
Cash office and secure public reception	1	20m²
Supervisors room	1	Equipment room/radio packs etc. Approximately 15m²
Office	1	16 LBC officers (8 for Parking & Environment and 8 for Operations Team)
Office	1	Office/desk space facilities for 8 contracted officers
Meeting room	2	8 person and 6 person
Server room	1	For IT approximate area 5m²
Store rooms	3	Approximately 4m² each
Cleaning cupboard	1	1.5m²
Canteen/briefing room	1	To accommodate seating for approximately 30 people.
Drying room	1	Approximately 12m². containing hanging for site operatives wet clothes and washing clothes facilities,
Male change		60 one tier lockers 44 two tier lockers
Female change		12 two tier lockers
Faith Room		12m² approximate
Office wc's	3	Unisex with one fully accessible
Street staff wc's	3	Unisex with one fully accessible
office shower	1	Unisex fully accessible
Street staff showers	3	Unisex and fully accessible.
Operations team workshop	1	6m²
Vehicles		
Cars	50	Impounded vehicles
Cars	4	staff
lorries	4	See specification for type

The recycling centre facilities at Regis Road

1. Licensed to allow for taking waste off site from 7am – 5pm, and open to the public between 9am – 4pm, 365 days per year.
2. One way for all traffic. Traffic queues should not allow to spill over onto the public highway.
3. Easily accessible to HGV vehicles (no height, width or weight restrictions) and located on a gritting route. If internal, then final height to be agreed but considered to be 5.5 metres clear.
4. Pick up vehicle for removal of containers approximately 9.5m long, 3.5m wide and 4.5 metres high.
5. A bi-directional weighbridge, showing weight & recording on a system compatible with LEL's system, & an automatic weighbridge kiosk
6. CCTV system & rumble strips to record visitor numbers.
7. ANPR to assist in keeping staff safe and identifying trader abuse.
8. Site entrance & exit wide enough to allow two hook-lift vehicles to pass
9. Emergency vehicle access
10. Sufficient space for recovery of any broken-down vehicles from within site.
11. Fully secured site with ability to attach signage, lockable gates for entrance & exit.

12. Removal of container to be carried out away from publicly accessible areas – if limited space, container movement requires site to be temporarily closed for health & safety.
13. Pedestrian and cycle access
14. Split-level access, with containers set at ground level and the public able to tip waste from an elevated platform.
15. Layout with straight sightline preferred: 14 x 40-yard containers (2 extra to allow for future recycling streams, e.g. hard plastics & carpet).
16. Designated area for mattresses, equivalent to area of 2 x 40yd shipping containers and preferably with walls on 3 sides
17. Undercover designated area for reuse (equivalent area of 2 x 40yd shipping containers), which could either be purpose built or comprise of 2 x shipping containers.
18. Undercover area for large WEEE, equivalent to area of 2 x 40yd shipping containers.
19. Secure storage area behind a 3m high secure fence, with a padlocked gate, and secure steel bonded site safes and cages for storing E&Q wastes such as gas cylinders and space for hazardous waste bins (equivalent to area of 2 x 40yd shipping containers. Alternative it could be two separate areas e.g. 1 area for gas cylinders, light bulbs and fluorescent tubes, 2nd area for car batteries & other hazardous waste).
20. Area for one 40yd container to collect textiles.
21. Storage area for paint; one 40 yard container.
22. Small WEEE and CRT's shall be kept in receptacles provided by an NLWA approved contractor and are exchanged when full.
23. 2 x 2,000L waste mineral oil twin-skinned toughened plastic containers, or equivalent – one for cooking oil and one for engine oil
24. Shelter required at site entrance to allow for staff to meet the public.
25. Sufficient space must be allowed for movement of veicles and loading compaction shovel.
26. External water supply for wash down/general external cleaning
27. General services.
    a) General: disposal of surface water, foul water & trade effluent discharges; electricity, water, telecoms services/supplies.
    b) Suitable & efficient lighting to enable safe operations internally and externally.
    c) Suitable foul water drainage, including but not limited to an oil interceptor in a suitable, easily accessible location for cleaning & maintenance, and a sampling point at the discharge in order to comply with likely Thames Water trade waste discharge permit requirements.
    d) Access control system for buildings, as well as the IT and communications systems, must be compatible with LEL's Eco Park existing & proposed future systems.
    e) Electrical charging points for staff cars and lorries.
28. New facility to achieve BREEAM excellent.
29. Please note office accommodation has not been reduced for home working as it is considered that staff are likely to be required on site
30. Electrical charging points to be available in compliance with EST recommendations, for fleet vehicles.

Use	number	comments
accommodation		
Staff using the facility	6	
Office	1	Office with desk/table (that acts as a meeting room for 3)
Office	1	Site supervisor to access CCTV and weighbridge system
kitchen	1	Fridge, sink worktops with sockets for cooking appliances such as toaster or microwave. Space for 4 to sit and eat.
Toilets	2	Both unisex one to be fully accessible
Female changing room	1	3 lockers and bench
Male changing room	1	3 lockers and bench
Shower	1	unisex
General store	1	small area for maintenance equipment (e.g. brooms, shovels, tools etc.) ,cleaning materials & absorbent granules kept on site to clean up any liquid spillages size approximately 7.5m²
vehicles		
Parking for public inside the site (not access road)	12	Reverse parking bays with access for vehicles to by-pass.
Parking for staff cars	3	Standard bays remote from main movement.
HGV vehicle	1	Parking bay 10mx3m
One loading shovel	1	Parking bay 7mx3m
Cycles	4	
Other		
Fuel tank	1	3,000l diesel fuel tank, an appropriately sized oil/water separator &

Holmes Road offices, workshops and storage facilities

1. Storage facilities should allow access for an articulated lorry for deliveries. Lorry to be able to manoeuvre on site without encroaching on parking spaces and leave site in forward gear.
2. Stores and workshops use fork lift trucks so connection between delivery points and storage should be level.
3. No public access to parking or main facilities.
4. Pubic access to reception areas only
5. Table does not include Veolia street sweeping requirements.
6. Electrical charging points to be available in compliance with EST recommendations, for fleet vehicles

Use	Numbers	Area	comments
ccommodation			
reception	1	55m²	Approximate to suit design
Voids and Specialist works	28 staff		17 desk space required
Repairs Support and OCO officers	16 staff		10 desk spaces required
Major repairs and M&E operations landlord services	56 staff		34 desk spaces required
Capital works, Strategy Asset Management and compliance, Safer Homes, Kingdom	52 staff		31 desk spaces
Operational planners, Repairs and operations teams (North and South)	74 staff		44 desks required
Croma vigilant and Community Safety Officers	19 staff		11 desks
CCTV suite		218m²	Area approximate
Parking and enforcement	12 staff		12 desks required
Dedicated comms room	1	15m²	Approximate area

Housing and community safety	1	90m²	CCTV monitoring room included in the area
Police monitoring room	2 staff		2 desks
Faithroom/Wellroom	15	28m²	
Common spaces			
Toilet accommodation	11		2 fully accessible, 2 ambulant accessible. Number to be increased if offices on different floors
Showers	4		One fully accessible, adjoining bike store if possible
Meeting rooms	8		2 for 14 seated 2 for 8 seated 4 for 6 seated
Break out spaces	3	20m² each	Dependant on final layout
IT rooms	To suit		Number to suit requirements where not stated
Cleaners room	2	3m² each	Number depending on floor plate
workshops			
Metal	1	108m²	
Glazing	1	56m²	
Joinery	1	230m²	
lighting	1	140m²	
stores			
Paint store and workshop		62m²	
General storage		263m²	
Confiscated item storage		48m²	
Storage with racking		486m²	
General cellular storage rooms		133m²	
vehicles			
Parking spaces	32		Allow for larger than normal to accept vans. Allow 2.5 x 6m
Extra over car parking spaces for fleet	To be confirmed		To be located on site to assist electrifications.
Bicycles	10		Secure location

What needs to be considered in moving forward [redacted]

As part of the next phase of feasibility work

1. [redacted]
2. Review the viability of the schemes in terms of costs for the build, freeing up of space on sites for development and economic benefits to the overall community.
3. Consider the proposals in this document, including costs, and following discussions with developers, of the sites being vacated, [redacted]
4. Use this financial benefits figure [redacted]
5. Liaise internally between departments to obtain an office space and vehicular number that is needed for the future. Adjust the proposal to suit revised floor plates and adjust the costs to suit.
6. Appoint a design team to develop the proposals
7. Meet with the council planners to discuss the principle of the schemes in terms of policy and community impact [redacted]
8. [redacted] Benefits might include
    - Economics in centralisation
    - Central electrification.
    - Central maintenance
    - Taking depots and vehicles away from residential communities.
9. Discuss the proposal with council human resources in more detail and department teams to ensure their needs are all included in the report.
10. Develop a strategy for vehicle movements and their impact on the existing highways and internally within the depot.
11. Develop the electrification proposal and the impact the infrastructure will have on any new building.
12. Progress with land surveys.

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