

**DESIGN AND ACCESS STATEMENT TO ACCOMPANY A PLANNING APPLICATION FOR A SALT BAY WITHIN THE EXISTING CAMDEN DEPOT AT FREIGHT LANE**



## Introduction

Councils are required by law to produce a Winter Maintenance Plan which covers their duties and obligations concerning their Winter Service. Winter Service is the obligation placed on Local Authorities to keep their streets free from ice and snow, as far as is reasonably practical.

Winter Maintenance Plans are developed over a number of years taking into account the Road Liaison Board's code of practice, guidance following severe winter weather and experience from previous years. Camden Council's policy is to ensure, so far as is reasonably practical, that safe passage along a highway is not endangered by snow or ice. The Council considers the best way of achieving this is by the prioritisation of certain roads and footways based on risk assessment. There is a need to ensure that the council is equipped to deal with severe weather in future years, particularly as there has been a trend of severe winter weather periods over the last few years and this may continue in the future. Camden Council has a requirement to store 400 tonnes of Rock Salt in accordance with their Winter Maintenance plan.

Camden Council's existing salt is stored within an industrial unit at Camley Street, The unit is part of a site that is proposed for development and the salt needs to be relocated into a new facility.

This report provides a description of the proposed works to create a new salt bay at Freight Lane. It is broken down into the following sections explaining the principle behind the design and access requirements.

1. Existing
2. Proposed
3. Environmental matters
4. Summary

this report has been prepared by Proun architects on behalf of Camden Council.



## 1). EXISTING

The north side of Freight Lane, outlined in red on the following plan, is owned by Camden Council and divided between two current occupiers. To the east, coloured yellow on plan, Camden Accessible Travel Solutions (CATS) with associated vehicle workshops, MOT Centre and vehicle wash facilities. To the west, coloured purple, Metroline bus parking with associated staff accommodation and facilities.

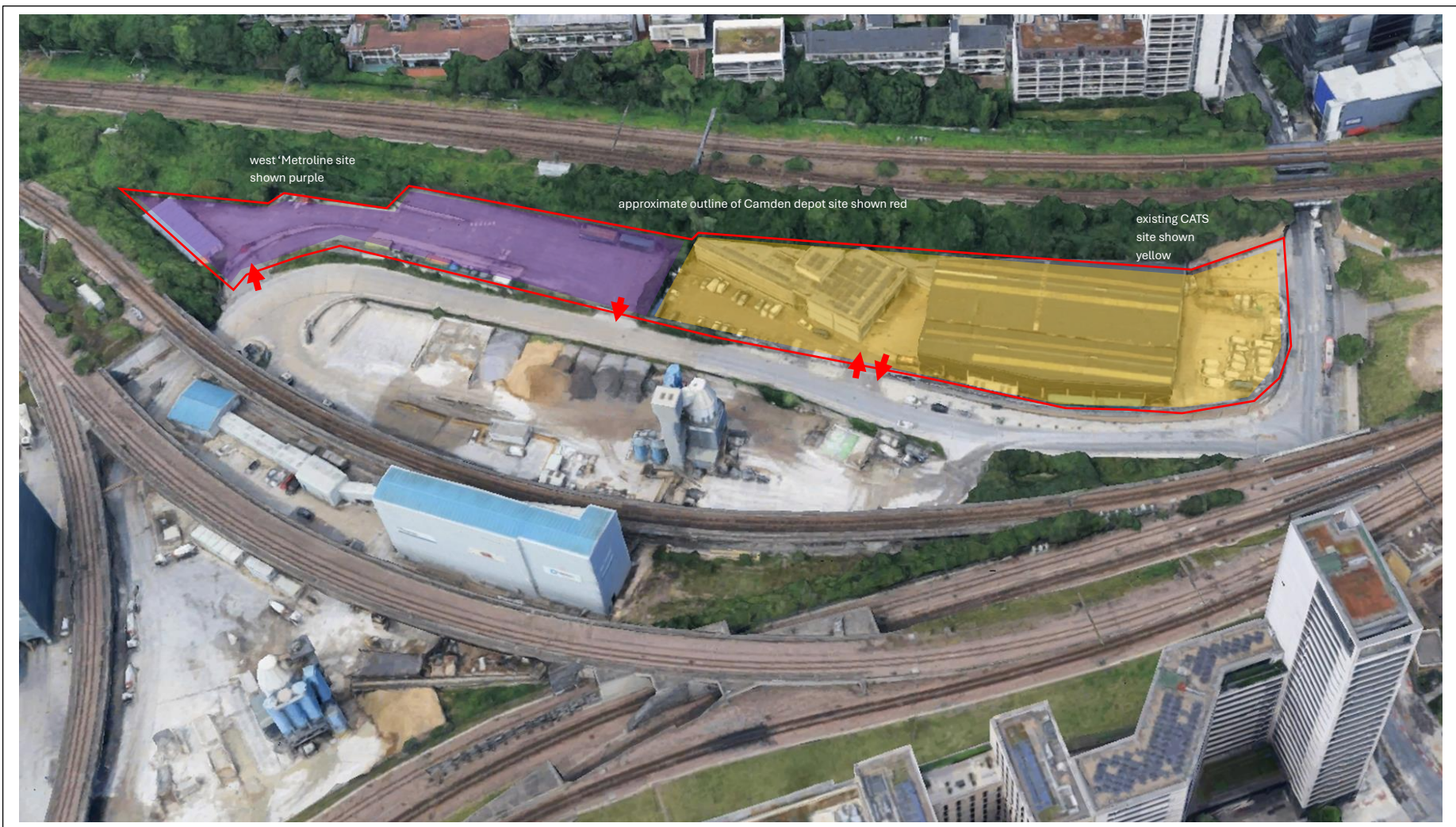
Public and vehicular access to the west and east sites are separate. Access to the western site is from a junction to the west of Freight Lane. Access to the east site is directly from Freight Lane.

This application relates to the eastern CATS site only.

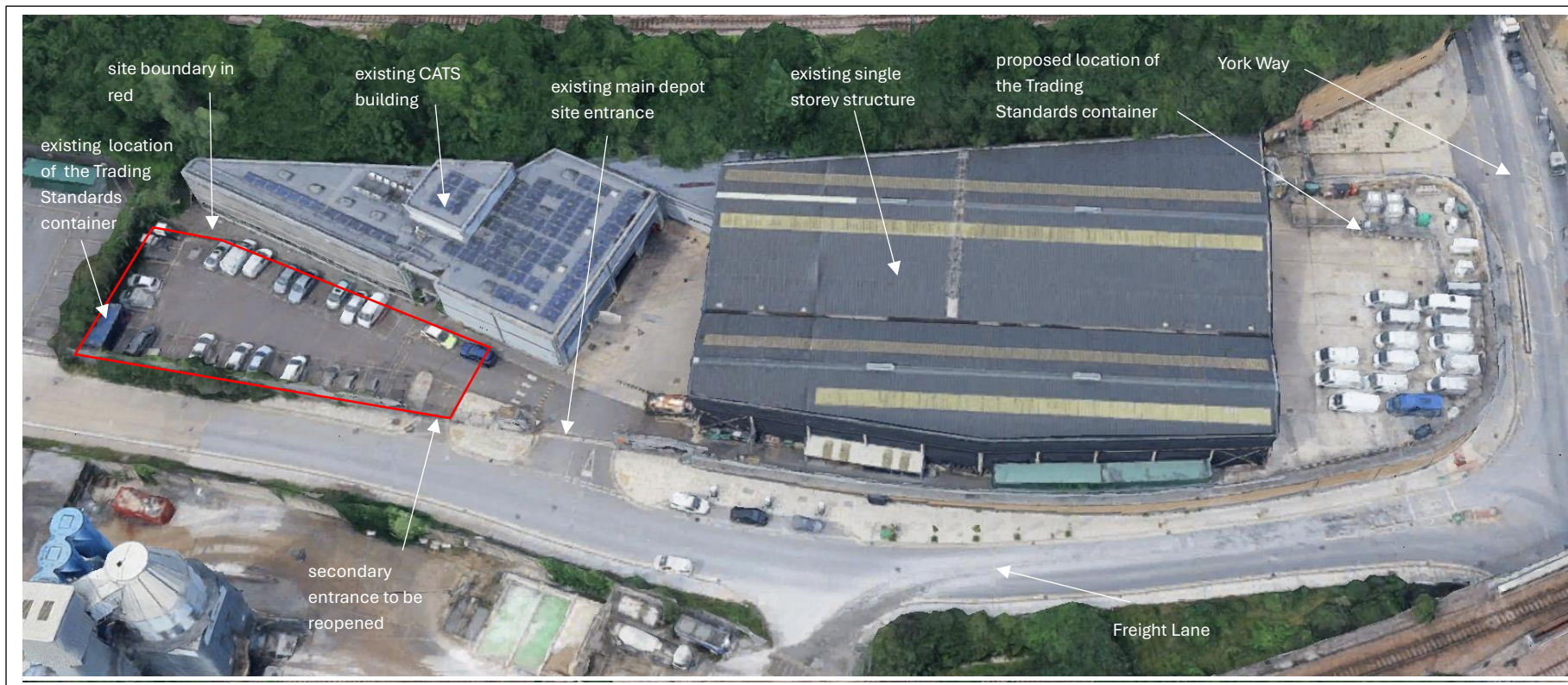
The existing two storey building on the site houses staff accommodation for the CATS team and vehicular workshop staff. CATS operate a number of vehicles from the site, mainly small buses and vans to serve the Camden community. The vehicles are stored partly under a single storey corrugated metal clad steel frame structure. This application proposed no alteration to the current buildings.

The existing car parking bays to the front of the CATS accommodation are to be made available for the new salt bay. The parking spaces are either not required or to be moved elsewhere. This is explained in more detail within the Traffic Management Plan which accompanies the planning application.









**EXISTING SITE**

## 2). PROPOSED

York Way (part of the A5200) is a major road running north for one mile from the junction of Pentonville Road and Euston Road, adjacent to King's Cross railway station towards Kentish Town and Holloway. For its entire length York Way forms the boundary between the London Boroughs of Islington and Camden.

The new salt store is to be located just off York Way on Freight lane to ensure ease of distribution of the salt, by gritter lorries, around the borough and ease of access for vehicles delivering salt to the store.

### a) Salt store design

A brief description of the new salt store is as follows

- New waterproof reinforced concrete ground slab and walls forming one large bay containing approximately 400 tonnes of Rock Salt to meet the Council's needs.
- The bay will have a manually operated sliding roof to ensure the interior of the bay is protected from adverse weather. This will maintain the salt pile in a condition to maximise its effectiveness on the highways.
- The sliding roof will avoid the need for a building 9 metres high, normally required to allow delivery vehicles to tip within the store.
- Perimeter walls will be approximately 4 metres high to allow adequate containment and allow a scoop vehicle to gain access into the store and remove salt should the roof fail to open.
- The bay will be gated to ensure the Rock Salt is secure. The gates will be steel frame with timber cladding
- Vehicular and pedestrian access to the bay is mainly from that existing on Freight Lane to the main depot. Vehicular tracking has been undertaken to show that the Rock Salt delivery lorry can enter and leave the site in forward gear and is able to manoeuvre within the site to tip materials in the



bay. Tracking diagrams accompany this application. Vehicular diagrams of gritter lorries manoeuvres also accompany the application.

- It is proposed that existing drainage is removed immediately adjacent to the new salt store and relocated remotely. This will avoid salt spillages from deliveries and gritter lorry loading coming into direct contact with drainage outlets.

**b) Associated accommodation and other storage.**

- The salt store will only be in use during icy weather over the winter months for a limited period. The need to salt the highways is not determined by day or night but by the weather. Staff operating the gritter lorries may work over night and require facilities such as kitchen, rest room and WC. There is likely to be approximately 6 people operating out of the site at any one time so a simple modular building has been deemed suitable to meet their needs. The unit is located to the side of the bay, indicated on the site layout.
- There is a need for salt bin storage on the site. Salt bins are distributed around the borough during the winter season, used by street operatives to distribute salt over the pavement. A steel frame container will accommodate approximately 100 bins and this is to be provided. This is shown on the site layout plan adjoining the salt bays and operatives facilities.

**c) General site works**

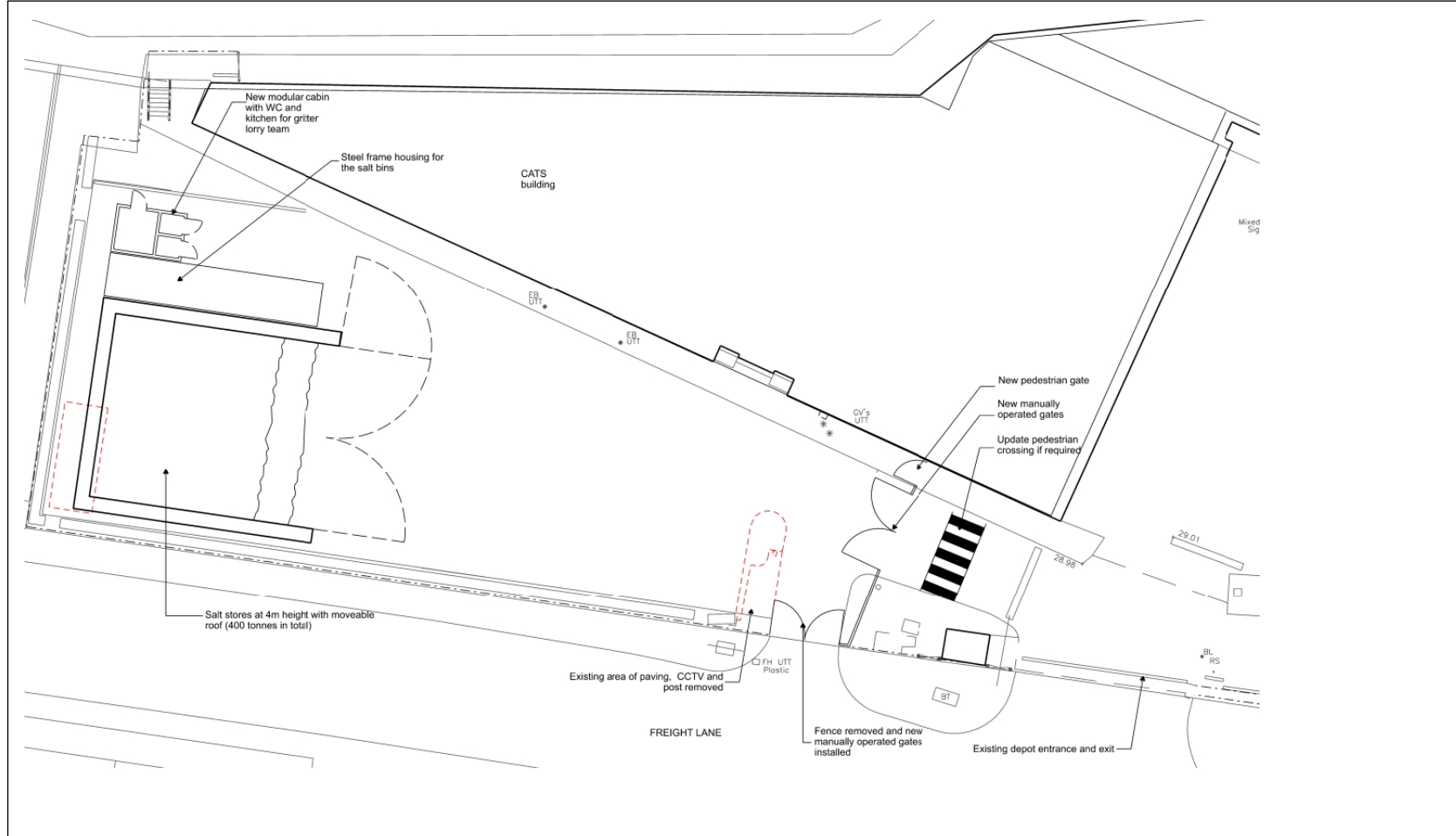
There is limited works intended for the site.

- Existing facilities and areas outside the application site boundary will not be altered.
- Existing pedestrian and vehicular access will be retained and used during the day as necessary by the gritter and salt delivery vehicles.



- A new gate is proposed where an existing cross over exists. This will allow gritter lorries and associated staff to gain access to the salt while maintaining security to the remainder of the depot. This entrance will only be in operation during the gritting periods.
- A new fence will be installed from the current boundary of Freight Lane to the CATS building to ensure activities associated with the salt store are kept separate from the main depot when gritting is taking place.
- The existing peninsular pavement section and CCTV post, adjacent to the new gate will be removed and surfaces made good.
- Existing surfaces will be replaced only where necessary to achieve new falls for drainage. This will be limited to the areas around the store.
- Existing drainage will be repositioned on the site to suit the new salt store and avoid contamination of the existing surface water and sewer system. Works will be local to the store with no works undertaken off site.
- The perimeter fencing will be retained.
- Existing lighting on the site will be retained
- the existing disabled parking bay will be relocated away from the site
- The existing pedestrian crossing will be updated and new installed from the disabled parking bay to the site pavement.
- the existing Trading Standards container will be moved from its present location to a new location as indicated on the drawings.





PROPOSED SITE PLAN

### 3). Environmental matters

#### i. Salt store

- The prevention of ice formation and the de-icing of highways within the UK is carried out almost exclusively using rock salt complying with BS3247. Approximately 2 million tonnes of rock salt are purchased annually for this purpose. The environmental impact of rock salt is well documented and providing the application rates specified within highway authority guidelines are followed, the use of salt on highways is unlikely to lead to levels in the water environment that could affect aquatic life or drinking water supplies. However, because of the large quantities stored, there is the risk of pollution of rivers and groundwaters, due to run-off from rock salt stockpiles. This can come from both the salt itself and the sodium ferrocyanide anti-caking agent which is often added to it. Even when a stockpile is removed, the ground beneath it may remain contaminated. Other de-icing products (eg urea) can also pose a pollution hazard. It is recommended that salt stores are roofed, or if this is not practicable, covered over with an impermeable membrane, situated on an impervious base and sited at least 10 m away from the nearest watercourse or soakaway. Drainage from stores and loading areas should pass to the foul sewer or a sealed tank. Drainage from these areas should not pass to a watercourse or soakaway.

To ensure the new store meets the environmental requirements the following are included in the design

- a) A roof over the salt to provide protection from the elements and possible run off.
- b) Walls and ground slab impervious to water.
- c) A slab level higher than external ground level with the external ground sloping away from the store to ensure no rainwater runs into the store.
- d) Relocation of surface drainage gullies away from the salt loading area to avoid material entering the drainage network.

e) Realignment of the drainage to introduce a bypass separator/Wastewater treatment before it is connected to the public drainage network.

- There are no services to the store other than one LED to ensure adequate lighting for the scoop operator if working at night. This light will be shielded to shine down and have an illumination level of approximately 15 Lux, approximately 5 Lux lower than that found on main roads.
- The walls and slab will be concrete. Since the raw materials used to make concrete are sourced from the UK it can be supportive of local business and transportation emissions can be low. Concrete contains a variety of recycled materials, aggregates are made from a number of reused waste products, such as sand, gravel, crushed stone and concrete from demolition products and blast furnace slag from steel mills.  
Concrete can often be reused following a demolition project. Concrete structures that have reached the end of their service life can be stripped, recycled and refurbished into new materials. Many high quality aggregates, for example, contain old concrete which has been crushed and reused, extending the life of the concrete and enhancing its ecological benefits.
- The roof and supporting frame are stainless steel which has exceptional corrosion resistance essential when in close proximity to substances such as salt. It is low maintenance to save on costly repairs or replacements when compared to carbon steel, aluminium, or iron. The high strength-to-weight ratio of stainless steel contributes to sustainability and efficiency gains in various industries and applications. Stainless steel can be recycled.

## ii. **Modular building**

Modular buildings are constructed efficiently and in an environmentally friendly manner. The scale of that proposed in this application is minimal to suit the needs of the small number of gritter lorry operatives. The unit will be occupied for a brief period when salt is needed over the highways.



The modular unit will contain elements to minimise its carbon footprint including

- a) Double glazed windows to achieve u-values required by the Building Regulations.  
Openable for ventilation.
- b) Levels of insulation to achieve u-values required by the Building Regulations
- c) Passive infra-red (PIR) sensors to operate lighting
- d) LED light fittings
- e) Energy efficient white goods
- f) Thermostat / timer controlled electric radiators
- g) Heavy duty door closers to retain heat
- h) Dual flush cisterns and non-concussive push taps to reduce water consumption
- i) Window shutters and insulated external doors

### **iii). General site**

- A ground investigation has been undertaken to the site and the final report accompanies the planning application. No ground contamination is present on the site.
- There are no species of wildlife or plants that would be affected by the works.
- There are no trees affected by this work.
- The existing lighting to the site will be used with a single supplementary LED down light used if required by the scoop operator when loading salt at night

## 6). SUMMARY

- The salt storage is essential for highway maintenance.
- Freight Lane is adjacent to a major road through the borough providing easy distribution of the salt around the borough's road network.
- The site is industrial in nature and this will be retained
- The current parking bays on site are not required and their removal provides adequate space for the salt stores, associated facilities and vehicle movements.
- The new accommodation is efficient in terms sustainability and suitability.
- The proposals have limited impact on the site and local environment.
- The materials used allow the structures to be easily removed from site for reuse or recycling.



prepared by

**PROUN**

90 BOROUGH HIGH STREET, LONDON SE1 1LL

T. 07867804122

E. [pjenkins@proun.co.uk](mailto:pjenkins@proun.co.uk)

for