

REVISION F; 21/03/2025

DESIGN AND ACCESS STATEMENT TO ACCOMPANY A PLANNING APPLICATION FOR NEW BUILDINGS TO THE WESTERN SITE AT FREIGHT LANE



Introduction

Camden Council propose the regeneration of a site at Camley Street. This site, in part, provides accommodation for the Council's ground maintenance contractor. The council proposes to relocate their accommodation to an existing Camden depot site at Freight Lane.

This report provides a description of the proposed works to the application site. It is broken down into the following sections explaining the principle behind the design and access requirements.

1. Existing
2. Proposed
3. The proposed buildings
4. General site works
5. Environmental matters
6. 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 with associated 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, for vehicles, is from an existing junction and rises approximately two metres from Freight Lane, by ramp, to the accommodation and parking level. Currently vehicles exit towards the centre of Freight Lane. Pedestrian access to the west site is via a flight of steps at the western junction and shown in the photograph below. These access routes will not be altered.

Pedestrian and vehicle access to the east site, used by CATS, is separate and direct from Freight Lane.

This application relates to the 'Metroline' site only.

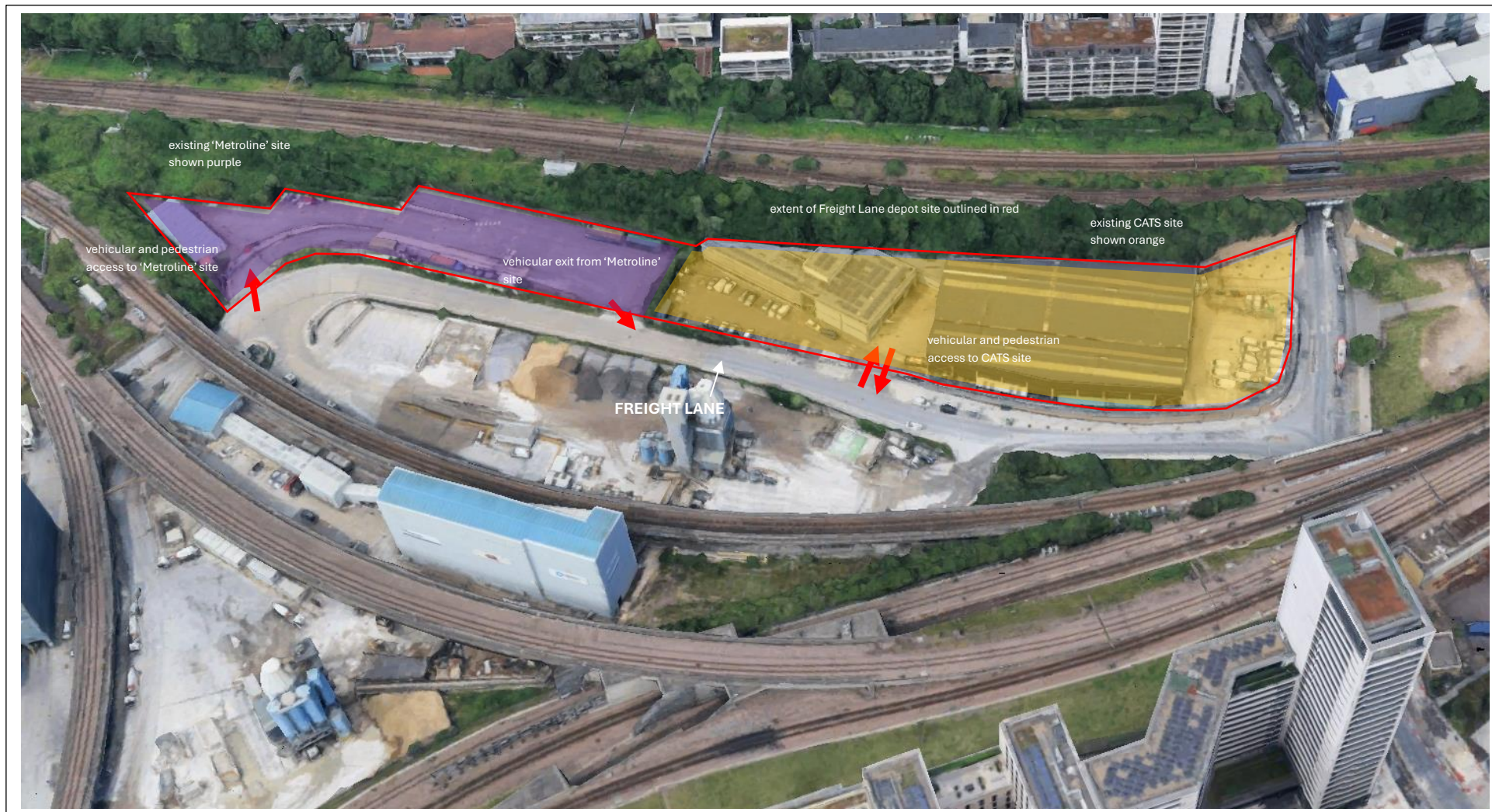
'Metroline' currently have staff facilities on the application site, housed within a modular building. These have been investigated for reuse but found to be unsuitable and in very poor condition. The modular building will be removed. There are refuelling stations and vehicle wash facilities in the parking area and these will be retained by 'Metroline'.



Existing Metroline accommodation on the application site



Vehicular entrance to the site off Freight Lane roundabout showing pedestrian access to the left



2). PROPOSED

The 'Metroline' site is to be condensed into the east part of the west site freeing up the western triangle, see the area marked red on the following page. This application proposes to house the contractor who maintains the boroughs green spaces, into new staff and storage spaces within this site. The contractors are being moved from their present accommodation at Camley Street to allow the sites redevelopment.

The new accommodation will be used by approximately 30 staff, who are generally out at various sites during the day, with a requirement for ten office workspaces. Vehicles, associated with daily site work, will be mostly off site during the day with some parked at the site during the night.

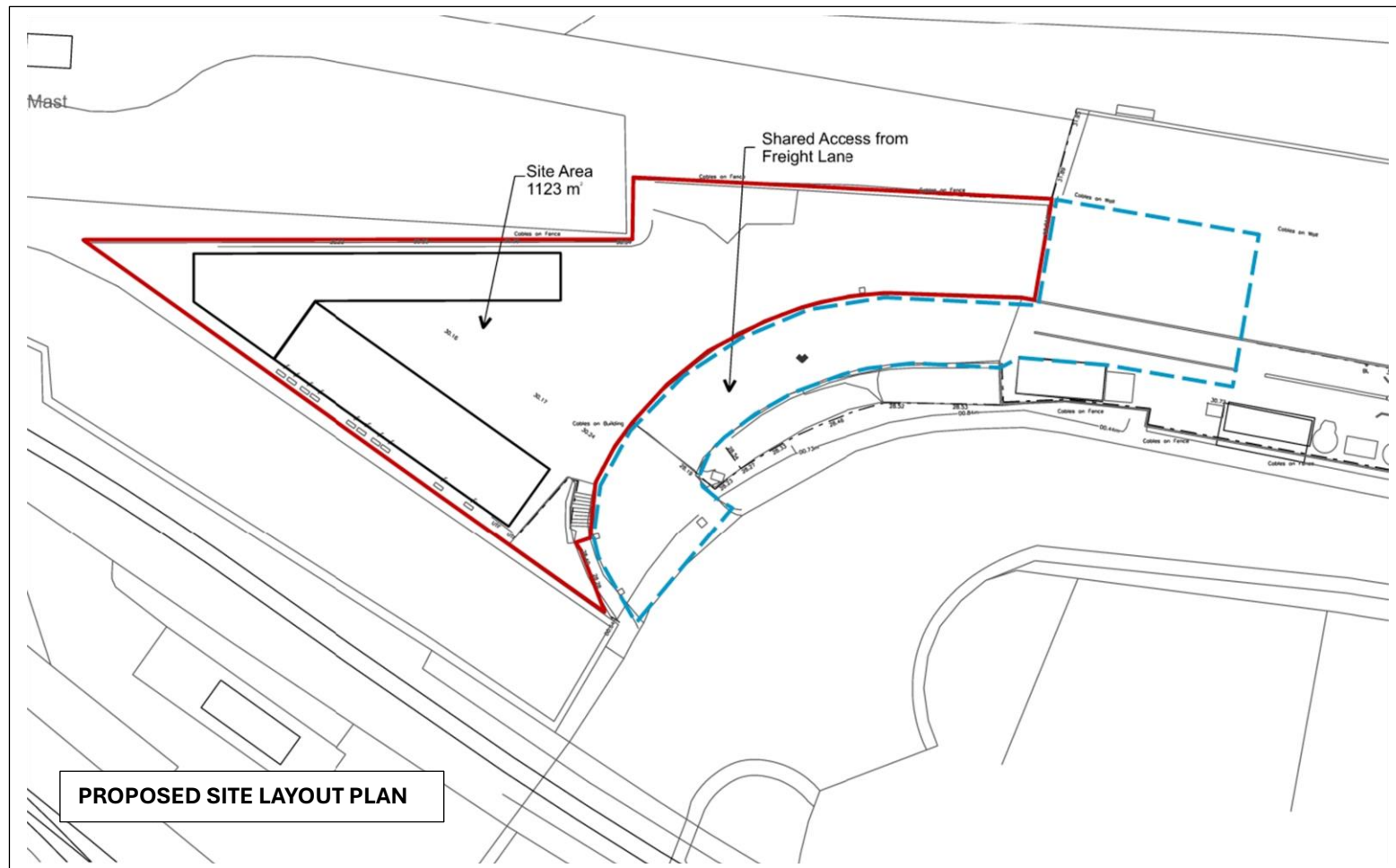
The accommodation will consist of a single storey modular building housing a small canteen, with no cooking facilities, for approximately 25 site staff, flexible changing accommodation for male and female staff, an office for 10 staff with a small meeting room and toilet accommodation, including one fully accessible for wheelchair users. The flexibility in the changing rooms will be achieved by a semi-permanent wall dividing both male and female areas, able to be removed and relocated to suit increases or decreases in the staffing numbers. Showers are not required.

Storage space is also required on the site and this is provided to the north in the form of a long narrow building with workshop to the west, The stores will house machinery used by the contractors, such as sit on mowers and other ancillary items essential in undertaking the works. The stores are 4 metres high to allow a maintenance vehicle to reverse into the space for loading and off-loading of materials.

The existing pedestrian stepped access to the site will be retained at the west of Freight Lane. Disabled access to the site is accommodated through the provision of a wheelchair accessible parking bay.

Vehicles will use the current ramp to access the site and will leave either through the 'Metroline' site, if clear of buses, or by use of the same access ramp. Vehicle tracking has been provided with the application. Metroline buses that continue to use the site will access and exit the site as they do at present.





3). THE PROPOSED BUILDINGS

- **Staff accommodation**

It is proposed that the staff accommodation uses a modular building form of construction, similar to that used on construction sites. Such buildings are lightweight, requiring minimum foundations, quick and easy to install, meet current building regulation standards and are economic with regards construction and installation. The building will be single storey, flat roofed with external sheet cladding coloured green to blend with the existing vegetation surrounding the site.

- **Storerooms**

The storerooms are proposed as a single storey steel frame supported on a concrete raft slab, to minimise any excavation. Cladding to the frame will be corrugated metal sheet coloured to match the accommodation building. The steel frame with flat roof will allow the building to be essentially pre-fabricated off site.



4). GENERAL SITE WORKS

- **Surface finishes**

There will be a need to relevel areas of the site to allow for accessibility for wheelchairs into the accommodation building and vehicles to the storerooms. This releveling will be the minimum required to ensure spoil leaving the site is minimised.

- **Drainage**

The existing drainage will be repositioned on the site to suit the new accommodation but works will be local to the building, nothing being undertaken off site.

- **Fencing**

The perimeter fencing will be retained. There might be the need for extra security measures to the top of the existing fencing, possibly in the form of razor wire hoops, but this will only be installed if essential and will be remote from areas accessible by the public.

- **Lighting**

Background lighting exists on the site and will be retained and extended as required over the site. These will be LED lights shining down, to minimise sky glow or glare from the site, and be set at a level of 10-15 Lux, a lower light level than street lighting, usually set at 20 Lux. The lights will be operated on daylight and



movement sensors to ensure they are only operational when essential. Approximate location of lighting is indicated on the drawings.

CCTV

it is likely that security cameras will be required around the site and these will be located at positions to ensure adequate monitoring of the buildings. Approximate locations of cameras are indicated on the drawings.

5). ENVIRONMENTAL MATTERS

1). The accommodation building

Modular buildings are constructed efficiently and in an environmentally friendly manner.

- **Waste Reduction**

One of the key advantages of modular construction is its ability to significantly reduce waste. By manufacturing buildings in a controlled factory environment, modular construction allows for greater efficiency and minimizes waste generation. Compared to traditional construction methods, modular construction processes generate only about half the amount of waste materials.

- **Recyclable**

Modular buildings are designed with recyclability in mind. Modular buildings are manufactured to high standards to ensure a long and efficient working life. A large percentage of modular building materials can be recycled once it reaches the end of its economic life. By minimising the amount of material that goes to landfill, modular construction reduces its environmental impact and contributes to sustainability.

- **Responsibly Sourced Materials**

In addition to waste reduction and recyclability, modular construction emphasizes the use of responsibly sourced materials. Manufacturers can also ensure that materials come from sustainable sources or are recycled whenever possible. Transparent supply chains and certifications further guarantee the high standards of sustainability achieved in modular buildings.

- **Energy Efficient**

Energy efficiency is another notable sustainability aspect of modular construction. Buildings are engineered to be all electric and energy efficient, without the use of gas. They are equipped with energy-saving features such as efficient LED lighting and all electric heating and cooling systems. These features not only reduce energy

consumption and costs but also contribute to a lower environmental footprint. Highly efficient insulation materials further enhance the energy efficiency of modular buildings. Additionally, modular construction processes require less time compared to traditional methods, resulting in reduced energy use during production

The modular building will include:-

- a) Double glazed openable windows to achieve u-values required by the Building Regulations
- 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 heating and cooling system with external condensers.
- g) Heavy duty door closers to retain heat
- h) Dual flush cisterns and non-concussive push taps to reduce water consumption
- i) Timber from sustainable sources
- j) Window shutters and insulated external doors
- k) Solar panels on the roof

- **Minimise Pollution**

Modular construction also minimizes levels of pollution. Compared to traditional methods, the factory-based construction process of modular buildings produces less waste and pollution. Waste products can be tracked and disposed of responsibly in a controlled factory environment. Additionally, the lighter weight of modular construction materials reduces emissions associated with delivery and transport.

- **Cleaner On-site Operations**

When modular buildings are installed onsite, the process is quick, efficient, and clean. The entire modular construction process requires fewer journeys to the site by the workforce, resulting in reduced air, water, dust, and noise pollution.

2). The storage building

The storage building will be constructed from corrugated metal on a steel frame.

a). Cladding panels

Corrugated metal offers several benefits that align with the principles of green building.

- Corrugated metal has tremendous durability and longevity. It is incredibly strong and resistant to weather, pests, and fire. These characteristics reduce the need for frequent replacements and minimize waste over time. This longevity contributes to a longer lifespan for the building, which is a key aspect of sustainability.
- Corrugated metal is recyclable at the end of its life, reducing the demand for virgin materials and minimizing waste sent to landfills.
- Corrugated metal requires very little upkeep compared to other materials. This reduces the need for cleaning agents and paints, which can have negative environmental impacts. Less time and effort maintaining corrugated metal panels also lowers ongoing costs.
- Metal cladding is adaptable and reusable. Metal panels can be easily disassembled and repurposed for other projects, further reducing waste and promoting resource conservation. They often have a “second act” after the building itself has reached the end of its useful life.

b). Steel frame

The steel used in the building frame is one of the least harmful materials to the environment.

- **Longevity and durability**
Compared to several other building materials, it doesn't take much structural steel to hold a building up.
- **Versatility**
Steel is a fast, safe construction material. Steel frames can be manufactured offsite in a safe factory environment. Reducing assembly time on site (7% to 15% less) means lower costs and less disruption to the local community.
- **It can be recycled**
Steel is highly recyclable, with more than 60 per cent being recycled back into processes annually since 1970. Structural steel support beams and sections are all unique, in the sense that they can be recycled without losing any of their core durability or structural integrity. Steel can be recycled at any point throughout its time in applications, with trimmed or cut pieces and rejected parts finding many uses after steel fabrication work has been completed.
- **Lower CO2 emissions**

The energy to produce raw steel materials has exponentially reduced over the years. Carbon dioxide byproducts can be recaptured, cleaned and reused in other applications. Electric arc furnaces (EAFs) allow steel production from large percentages of scrap metal. Producing steel from scrap uses less energy, but modern steel production is by no means an unsustainable practice.

- **No harsh chemicals or toxins**

Steel products do not emit any toxic chemicals, which is always preferable to the environment. Compared to other materials when, in production, waste products are in plentiful supply, which is excellent when you consider that structural steel produces no toxic runoff.

3). The site

- **Ground conditions**

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.

- **Ecological assessment**

An investigation has been undertaken of the site and there are no species of wildlife or plants that would be affected by the works. A copy of the report accompanies the application.

- **Trees**

A tree survey has been undertaken of the site and none are indicated with Preservation Orders or considered worthy of retention. Two trees are affected by the works, labelled T4 and T5 in the report, and categorised as C1 specimens, being “unremarkable trees of very limited merit or such impaired condition that they do not qualify in higher categories”. It is not the intention to remove these trees, but works are likely to interfere with their root spread into the site. The proposed works will aim to retain these trees by undertaking an inspection of the current root configuration on site to understand how the roots sit within the existing hard surfacing prior to any excavation for foundations. Following the investigation a foundation design will be developed to avoid or limit damage to the roots. Protection of the trees and roots will also be undertaken on site during the construction phase,

- **Drainage**

A drainage strategy has been prepared for the site and the report accompanies this application. Surface water and foul water from the site will be connected to the existing private sewer through a new manhole. Mitigation measures recommended in the report will be implemented.

- **Noise**

The proposal uses land that is industrial in nature. The site is enclosed on two sides by railway tracks which are at a higher level than the site itself, with an access road to a cement works on the other. There are no residential or office buildings in the immediate vicinity and any noise from the site likely to be minimal and within the guidelines set by the council.

A heating and cooling system is allowed to the office, meeting space, and canteen area. There will be a need for 2No. condensers in total. These are standard small outdoor condensers units. The sound data sheet for the proposed unit is listed as follows:

PUMY-SP OUTDOOR UNITS		PUMY-SP112VKM
NUMBER OF CONNECTABLE INDOOR UNITS	Branch box / Mixed*1	8 / 10
CAPACITY (kW)	Heating (nominal)	14.0
	Cooling (nominal)	12.5
	Heating (UK)	13.9
	Cooling (UK)	10.0
COP / EER (NOMINAL)		4.42 / 4.03
SCOP / SEER		-
MAX AIRFLOW (m³/min)	Heating / Cooling	77
SOUND PRESSURE LEVEL (dBA)		52
SOUND POWER LEVEL (dBA)	Cooling	72
DIMENSIONS (mm)	Width x Depth x Height	1050 x 330+40 x 981
WEIGHT (kg)		93
ELECTRICAL SUPPLY		220-240v, 50Hz
PHASE		Single
POWER INPUT (kW)	Heating/Cooling (nominal)	3.17 / 3.10
	Heating/Cooling (UK)	4.18 / 1.61
STARTING CURRENT (A)		14
RUNNING CURRENT (A)		13.48 / 13.18 [30.5]
FUSE RATING (BS88) – HRC (A)		1 x 32
PIPE SIZE MM (in)	Gas	15.88 (5/8")
	Liquid	9.52 (3/8")
TOTAL PIPING LENGTH (m)	Branch box / Mixed*1	120
FURTHEST PIPING LENGTH (m)	(With no branch boxes)	80 (70)
BETWEEN BRANCH BOX AND OUTDOOR UNIT - LENGTH (m)		55
BETWEEN BRANCH BOX AND INDOOR UNIT - LENGTH (m)		25
BETWEEN INDOOR AND OUTDOOR UNIT - HEIGHT (m)		50m max*2
BETWEEN INDOOR AND INDOOR UNITS - HEIGHT (m)		12
CHARGE REFRIGERANT (kg) / CO ₂ EQUIVALENT (t) - R410A (GWP 2088)		3.5 / 7.31
MAX ADDITIONAL REFRIGERANT (kg) / CO ₂ EQUIVALENT (t) - R410A (GWP 2088)		9.0 / 18.79

These noise levels will be in peak cooling loads, so only on the hottest days of the year. These units will replace existing condensers on the existing building.

- **Waste and recycling**

Waste and recyclables from the site will generally emanate from the canteen and office facilities. Space has been allocated for three 360 litre Eurobins on the site adjacent to the staff entrance. The occupiers will monitor their waste production and liaise with the council on the appropriate and easiest method of removal. The site facilitates access for a refuse vehicle to manoeuvre on site and leave in forward gear.

- **Electric vehicle charging points**

two new electric vehicle charging points will be supplied within the site to service operational vehicles associated with the service provider.

6). SUMMARY

- The site is industrial in nature and this will be retained
- The existing modular accommodation facilities are unfit for purpose and will be removed.
- Metroline have agreed to vacate the site and condense their parking and associated facilities within the eastern area of their existing site.
- The new accommodation is efficient in terms sustainability and suitability.
- The proposals have limited impact on the site and environment by using off site construction and existing services installations.
- The use of modular building and steel storerooms allow the structures to be easily removed from site for reuse or recycling.
- The proposal brings no further traffic to the borough as the services already operate in the borough.
- Consultation has taken place with Network Rail who have confirmed that no asset protection agreement is required for the site and have no objection to the proposals.



prepared by

PROUN

90 Borough High Street, London SE1 1LL

T. 07867804122

E. pjenkins@proun.co.uk

for