

Ground Gilbey Limited

Hawley Wharf - Building A1 Basement

Transport Statement

Issue | 3 August 2023



Contents

1.	Introduction	1
1.1	Background	1
1.2	Report Structure	1
2.	Proposed change of use	2
3.	Connectivity and access	4
3.1	Servicing and deliveries	5
3.2	Cycle parking	5
4.	Trip generation	6
4.1	Trip generation context	6
4.2	Conclusion	6
5.	Cycle parking	7
6.	Servicing and waste	8
7.	Summary and conclusion	9
7.1	Trip generation	9
7.2	Cycle parking	9
7.3	Servicing and deliveries	9
7.4	Conclusion	9

Figures

Figure 1: Proposed change of use and areas	3
Figure 2: PTAL score	4
Figure 3: Hawley Wharf layout	4
Figure 4: Cycle parking facilities	5

1. Introduction

Arup has been commissioned by Ground Gilbey Limited (the Applicant) to provide a Transport Statement to support a Change of Use (CoU) application related to uses at the basement at Hawley Wharf, in the London Borough of Camden, NW1 8JZ.

The site is bound by Camden High Street to the west and the Regents Canal to the south. The ground floor of the Hawley Wharf development comprises a mixed-use development with the first two floors comprising small stores and street-food eateries, the third floor includes office space.

The basement of Building A1 is currently operating as exhibition space under a temporary planning permission. The proposed CoU seeks to facilitate the occupation and activation of the space, seeking permission for Sui Generis use, to drive footfall to the markets, creating the opportunity for incidental spending in the existing market, supporting the function and vitality of the wider market ecosystem and Camden Town.

1.1 Background

Planning permission for the Hawley Wharf scheme was originally granted on 23 January 2013 under reference 2012/4628/P. This permission has been varied under several NMAs and Section 73 amendment applications. The operative permission is ref: 2022/0972/P, dated 12 July 2022. The description of development for the approved scheme was for the:

'Redevelopment of site to create a mixed use development comprising 8 new buildings between 3 and 9 storeys in height to provide, employment, housing, retail market, cinema, produce market, including change of use of 1 Hawley Road to educational, together with associated engineering works to create basements, plant and ancillary works, highways, public realm improvements, car and cycle parking and landscaping, tree removals, and associated works, following the demolition of all buildings across the site including single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and remaining structures at 1-6 Chalk Farm Road). (This application is accompanied by an Environmental Statement and is a redesign of a scheme that was refused on 4 May 2012 [Ref: 2011/4932/P]. Key revisions include: increase in size of public open spaces across the site, reduction in height/bulk/massing to some buildings, reduction in floor space, and new facade designs, particularly along the canal frontage).'

The construction of the scheme was completed in 2021 and it is now operational, attracting a wide range of activity within the site.

Planning permission is sought for Change of Use of basement (B1c light industrial use) and part lower ground floor (market retail and hot food takeaway use) of Building A1 to use of the site as Sui Generis (Family Entertainment – Bowling).

This Transport Statement (TS) considers the implications of the CoU on the local transport networks, focussing on accessibility and parking facilities for cycles.

1.2 Report Structure

Following this introductory section, the TS is set out as follows:

Section 2 provides a description of the proposed CoU.

Section 3 provides an overview of access and connectivity.

Section 4 sets out an evaluation of trip generation.

Section 5 sets out the approach to cycle parking.

Section 6 summaries the servicing and waste strategy.

Section 7 summarises the impacts of the CoU on the local transport network.

2. Proposed change of use

The proposed CoU seeks to facilitate the occupation and activation of the Building A1 basement and part of the lower ground. The proposed use of the space will support initiatives to drive footfall to the markets, creating the opportunity for incidental spending in the existing market, supporting the function and vitality of the wider market ecosystem and Camden Town, in line with Local Plan objectives and the applicant's vision for the market.

The basement of Building A1 is currently operating as exhibition space under a temporary planning permission. The proposals would not lead to any displacement of existing occupiers or businesses.

The proposed use of the Building A1 basement and part of lower ground floor will provide a vibrant new leisure attraction within Hawley Wharf, benefiting the masterplan site and the surrounding area by delivering a use which will attract families, local residents, and visitors alike. At the time of application, a new bowling experience is proposed in this area.

The existing and proposed areas related to the CoU are presented in Table 1.

Land Use	Previously Approved (GIA sqm)	Proposed (GIA sqm)	Uplift (+/-) (GIA sqm)
Light Industrial (B1c)	1,030	0	-1,030
Family Entertainment – Bowling (Sui Generis)	0	1,704	+1,704
Shop (A1)	660	0	-660
Hot food takeaway (A5)	14	0	-14
Total	1,971	1,971	0

Table 1: Existing and proposed areas

A plan indicating the location of the basement and lower ground floor is shown in Figure 1.

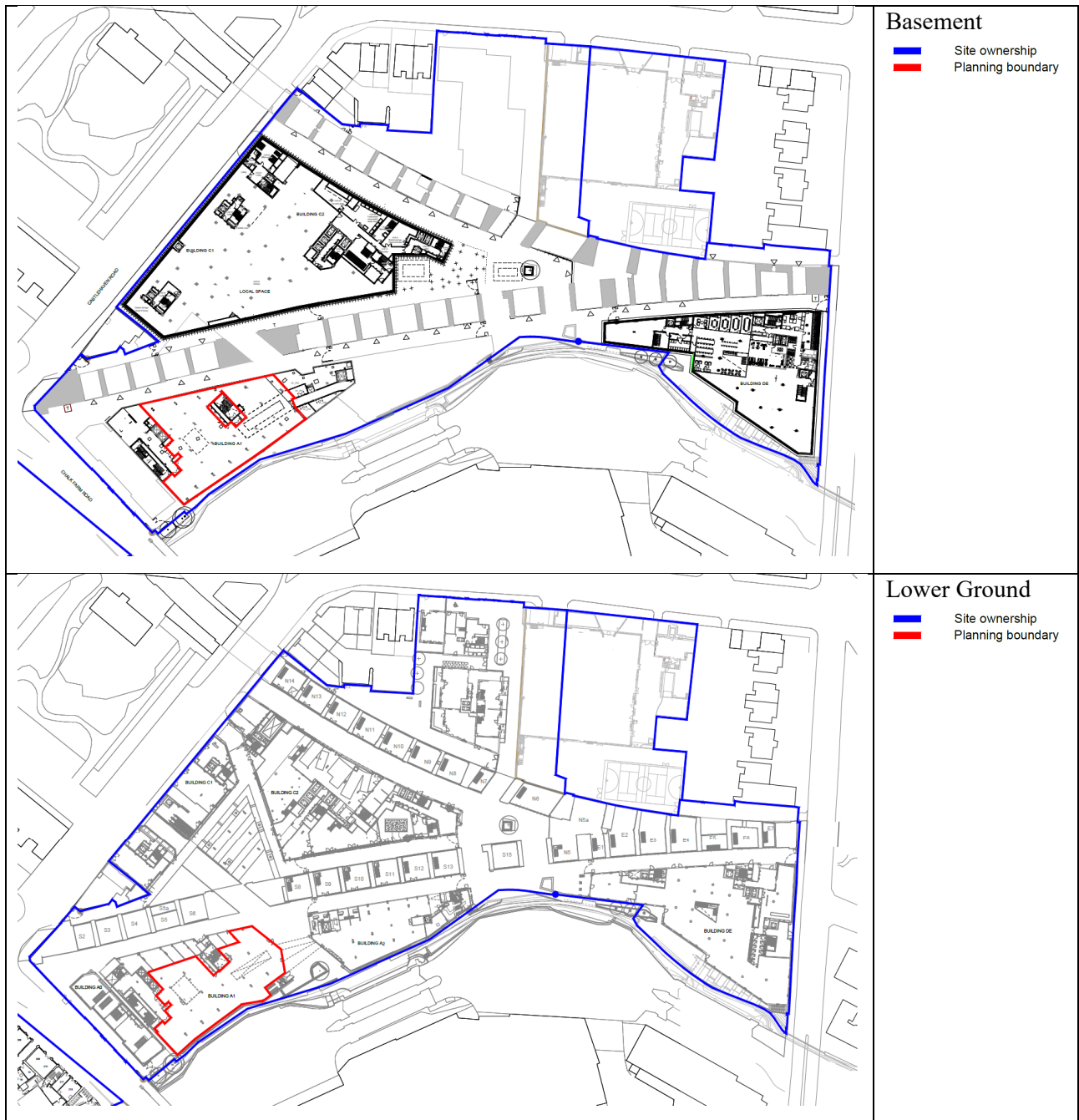


Figure 1: Proposed change of use areas

3. Connectivity and access

TfL's WebCAT website indicates that Hawley Wharf has a Public Transport Accessibility Level (PTAL) of 6a, indicating an excellent public transport accessibility.

The PTAL methodology is based on a walking speed of 4.8kph and considers rail stations with a 12-minute walk (960m) of a site and bus stops within an eight-minute walk (640m). Figure 2 shows the existing PTAL rating of the site.

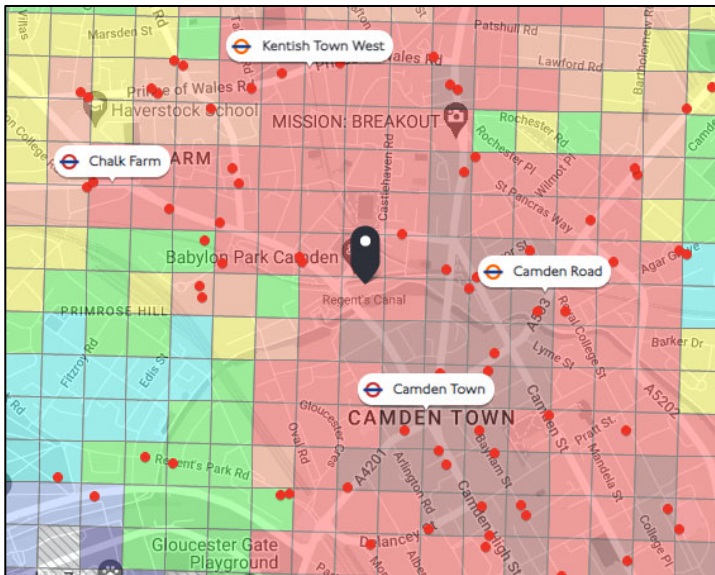


Figure 2: PTAL score

Hawley Wharf is accessible by active modes (walking, wheeling, and cycling) and is a car free development. Pedestrians can access the development from six access points: two entrances along Regent's Canal Towpath; and four entrances to the development can be found along Water Lane. This is shown in Figure 3.



Figure 3: Hawley Wharf layout

3.1 Servicing and deliveries

A centralised loading area, accessed from Castlehaven Road, is located within the ground floor of building C2. The service area has six loading bays to provide the site Facilities Management (FM) team with the flexibility and resilience for managing delivery and servicing vehicles and to provide long term parking for service engineers visiting the site. Electric vehicles are used to move goods around the site from the central storage area.

3.2 Cycle parking

Cycle parking (10 spaces) is provided in the courtyard on Water Lane. This is shown in Figure 4.



Figure 4: Cycle parking facilities

Cycle parking requirements for Hawley Wharf was intended to be provided within Arches E4 and E5 and at the end of Water Lane. However, it is proposed that cycle parking will be provided parking across a range of cycle stands (150 spaces) across the Hawley Wharf estate, with the arches being used for light industrial uses. This strategy is subject to a separate non-material amendment application to the masterplan planning permission.

4. Trip generation

4.1 Trip generation context

Hawley Wharf (in respect of the masterplan planning permission ref: 2022/0972/P, dated 12 July 2022) opened in 2021. It is designed to grow Camden's status as a shopping, dining, and leisure destination, whilst respecting its much-loved heritage.

The character of this new place is still emerging, but it is expected that Hawley Wharf will mature as a destination over the next five years, carving out its own distinct character and purpose within the Camden Town range of markets. Following the challenges of the Covid-19 pandemic and changing property market conditions this has realised a number of variations to the initially intended scheme to support the vitality of Hawley Wharf.

Most recently planning consent was sought (2022/5588/P) for more office space in the rooftops of Building A1 and A2, bringing creative industry workers into the market economy. Hawley Wharf is beginning to become a focus for cultivating young entrepreneurs from Camden: providing space, mentoring, networking and opportunities to develop their skills and experience.

Following the opening of one leisure destination (Babylon Park), adding to the existing stable of unique experiences, and this application seeks to relocate use classes within the market to open a second leisure destination in the basement and lower ground of Building A1.

These entertainment experiences, along with the food and retail offer, should enable new and higher spending audiences for the benefit of all traders.

As the proposed uses supplement the current offer it is not anticipated that any significant new trips will be generated as part of the proposed CoU.

4.2 Conclusion

The trip generation related to the proposed CoU is not expected to significantly change trip making when considered within the context of the wider masterplan.

It is expected that there would be no material impact experienced on transport networks as a result of the proposed CoU.

5. Cycle parking

As the trip generation related to the proposed CoU is not expected to significantly change trip making when considered within the context of the wider masterplan. No additional cycle parking is proposed as part of this planning application.

6. Servicing and waste

The servicing and delivery strategy for the scheme is set out in the Hawley Wharf Delivery and Servicing Plan (DSMP). This includes information on the whole Hawley Wharf development. The document has gone through a number of revisions and been submitted to the Council. The most recent version of the report is Rev 11 dated 20 December 2022.

As no additional floor space is proposed, it is anticipated that servicing activity and waste generation will be integrated into the current operations strategy. Once occupiers and servicing and waste requirements are confirmed the subsequent update of the DSMP will incorporate any changes to the strategy.

7. Summary and conclusion

This section summarises the likely transport impact of the proposed CoU.

7.1 Trip generation

The proposed CoU will not generate a significant number of new trips.

Trips to and from the development will primarily be undertaken using existing public transport and active travel networks available throughout the surrounding area.

7.2 Cycle parking

As such, no additional cycle parking is proposed.

7.3 Servicing and deliveries

The servicing and waste requirements for the CoU will be incorporated into the existing servicing and waste management strategy. Following occupation, any changes to servicing arrangements will be confirmed in subsequent updates to the DSMP.

7.4 Conclusion

This report summarises the transport impact of the proposed CoU of the A1 building basement and lower ground floor at Hawley Wharf is insignificant.

The building is located within an area of high public transport and active travel connectivity. The analysis has demonstrated that the proposed CoU is not expected to have a material impact on the local transport network.