

**Ground Gilbey Limited**

# Hawley Wharf - Arches E4 and E5, Change of use Transport Statement

Issue | 17 August 2023



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# 1. Introduction

Arup has been commissioned by Ground Gilbey Limited (the Applicant) to provide a Transport Statement to support a Change of Use (CoU) at Arches E4 and E5, at Hawley Wharf, in the London Borough of Camden, NW1 8JZ which is being sought via a non-material amendment to the masterplan planning permission ref: 2022/0972/P, dated 12 July 2022.

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.

Arches E4 and E5 are currently vacant, the proposed CoU seeks to facilitate the occupation and activation of these spaces 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.

Approval is sought for the following non-material amendments:

- i. Reinstatement of the B1c use (now E(g)(ii) Research and development of products or processes and E(g)(iii) Industrial processes) in arches E4 and E5 (cycle parking), and
- ii. The installation of 152 cycle parking spaces dispersed around the market.

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 Arches E4 and E5. These spaces 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 applicants vision for the market.

Arches E4 and E5 are under negotiation for occupation as non-alcoholic brewery and a flower shop making bouquets for distribution. No external changes to these buildings are proposed within this application.

Reinstating the light industrial use within arches E4 and E5 will be a return to the original intent of the masterplan, as originally approved under planning permission (ref: 2012/4628/P), which included B1c uses (now E(g)(ii) Research and development of products or processes and E(g)(iii) Industrial processes) in the arches.

Land Use	Previously Approved (GIA sqm)	Proposed (GIA sqm)	Uplift (+/-) (GIA sqm)
Cycle Storage	267	0	-267
Light Industrial (B1c)	0	267	267
<b>Total</b>	<b>267</b>	<b>267</b>	<b>0</b>

A plan indicating the location of the arches units is shown in Figure 1 and Figure 2.

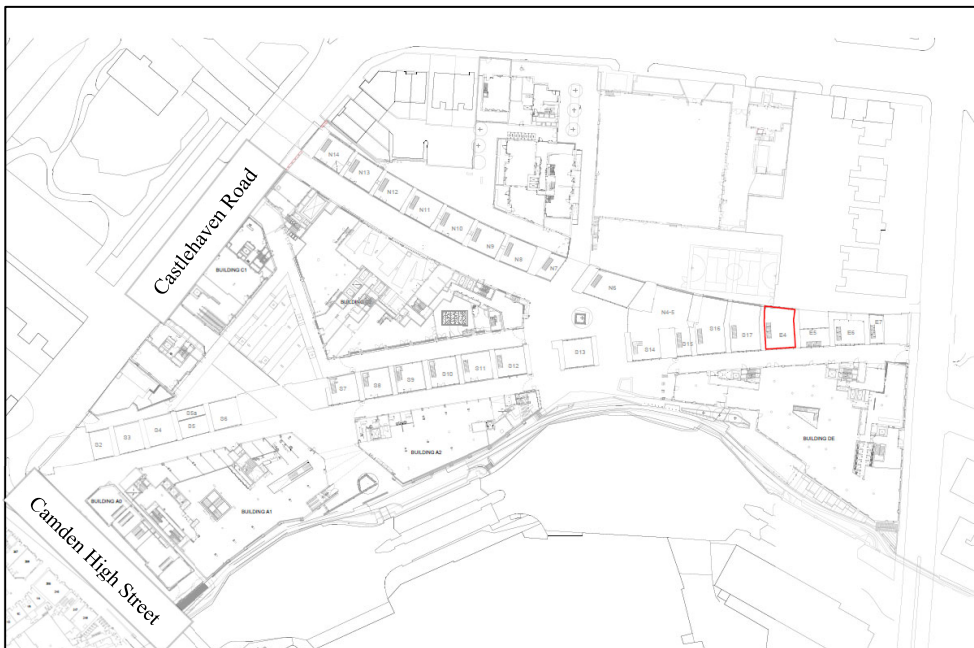
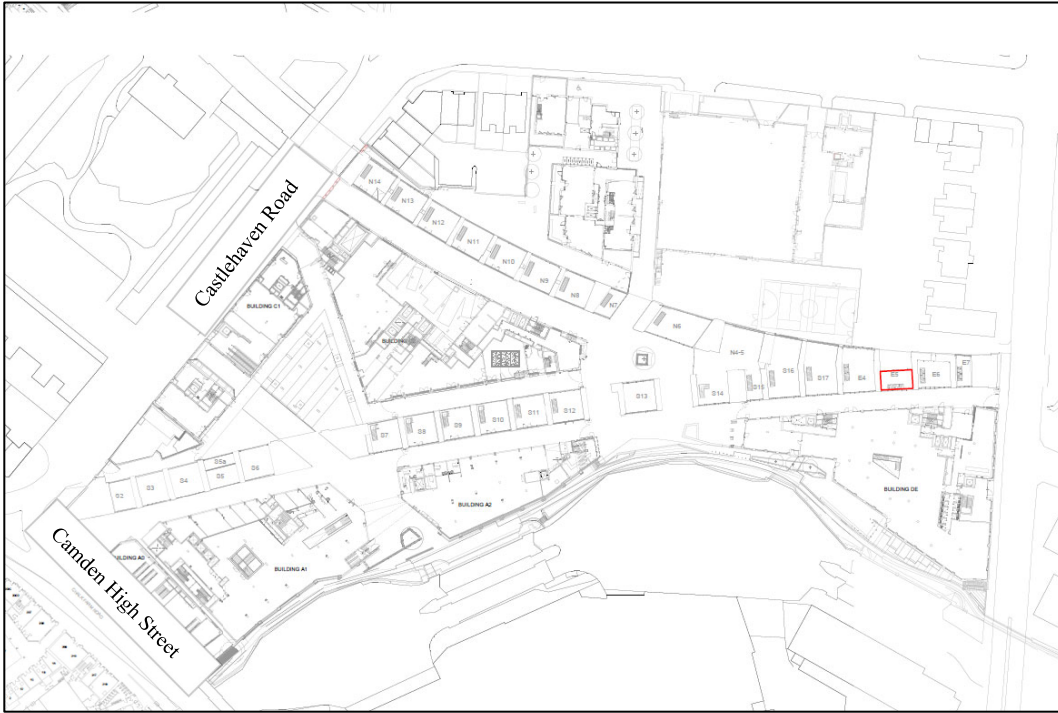


Figure 1: Location of Unit E4



**Figure 2: Location of Unit E5**



### 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 3 shows the existing PTAL rating of the site.

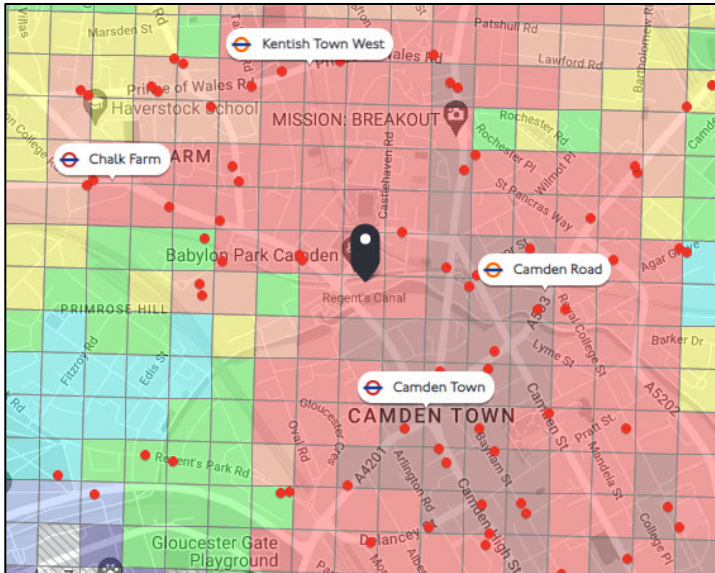


Figure 3: PTAL score

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 Regents Canal Towpath; and four entrances to the development can be found along Water Lane. This is shown in Figure 4.



Figure 4: 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 for Hawley Wharf was intended to be provided within units E4 and E5 and at the end of Water Lane. However, to facilitate the proposed CoU, it is proposed that more accessible cycle parking will be provided parking across a range of cycle stands across the Hawley Wharf estate.

Currently cycle parking (10 spaces) is provided in the courtyard on Water Lane. This is shown in Figure 5.



**Figure 5: Cycle parking facilities**

Details on the approach to cycle parking provision for the CoU is set out in **Section 5**.

## 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.

Having been subject to a previous planning application that was not taken forward, (2021/1097/P, Karma Kitchen, commercial kitchens) the applicant would like to reprovide B1c (now E(g)(ii) Research and development of products or processes and E(g)(iii) Industrial processes) uses in Arches E4 and E5, to accommodate a non-alcoholic brewery and a flower shop making bouquets for distribution.

The proposed uses, 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

The cycle parking requirement for Hawley Wharf (150 spaces) was intended to be provided within Arches E4 and E5 and at the end of Water Lane. The provision and design of the facilities (for 186 cycles, in excess of the 150-space requirement) was agreed with the Council through the discharge of condition 32 included to the amended planning permission 2018/1715/P dated 3 December 2018.

However, following the submission of 2021/1097/P – ‘Change of use of Arches E4 and E5 from bike store to flexible Commercial Kitchens (Sui Generis) use/ Class E use and change of use of Arches E6 and E7 from Class B2 Use (general industrial) to flexible Commercial Kitchens (Sui Generis) use/ Class E use’. It was agreed that cycle parking will be provided across the Hawley Wharf estate (150 spaces).

A draft condition was agreed with the Council; however, this has not been formally approved prior to the application being withdrawn.

This application seeks permission for the cycle parking facilities (agreed during discussion related to 2021/1097/P) to enable the occupation of Arches E4 and E5.

The proposed location of cycle stands is shown in Appendix A; this plan reflects minor amends compared with the plan submitted with 2021/1097/P to reflect discussions with officers to provide spaces by the canal (to encourage access from canal users) and Building A0 and to enable good natural surveillance at the proposed locations.

The proposed dispersed cycle parking will realise the following benefits:

- i. The approved cycle parking store proposed Josta type double stacked racks that are less accessible and less convenient than Sheffield stands. The proposed redistribution throughout the site would provide Sheffield stands and a much reduced proportion of double stacked parking;
- ii. The redistributed cycle stands would include 24 covered spaces beneath the railway arch between Building C and A2 and 24 covered spaces provided using double stackers to the rear of unit S5;
- iii. All the proposed spaces would be covered by CCTV;
- iv. The proposed distribution of the 152 spaces across the site is considered a better solution than that of the approved planning permission as it allows for more parking options for visiting cyclists and will increase the number of cycle parking points available for staff and visitors to the site without requiring a centralised parking facility; and
- v. Increasing the visibility of cycling activity will help to influence visitors’ decision to cycle next time they come to the market. This will help support mode shift towards active modes.

The locations proposed offer accessible locations along/close to the main thoroughfares, which will offer natural surveillance. The proposed locations also do not significantly affect pedestrian access along these routes.

Users of the proposed spaces will be asked to push cycles from access points to Hawley Wharf, to the cycle parking locations and vice versa, to ensure that cycle activity does not affect other users’ enjoyment along the lanes. Managing access and oversight of parking activity will be monitored by site operations and security operatives.

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## 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

It is proposed that cycle parking for the scheme will be provided by 64 Sheffield stands distributed across the scheme and 12 Josta double stacked spaces to accommodate parking for 152 cycles.

The dispersed accessible cycle parking provision will offer a better cycle parking offer for visitors compared to a centralised double stacked solution.

### 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 Arches E4 and E5 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.

# Appendix A

## Cycle parking layout drawing



# LABTECH

This drawing is copyright LabTech.  
Do not scale from this drawing.  
Drawings to be read in conjunction with all other architectural and design consultant information.  
All dimensions and levels to be checked on site by the contractor and such dimensions to be his responsibility.  
Report all drawing errors, omissions and discrepancies to the architect.

## NOTES

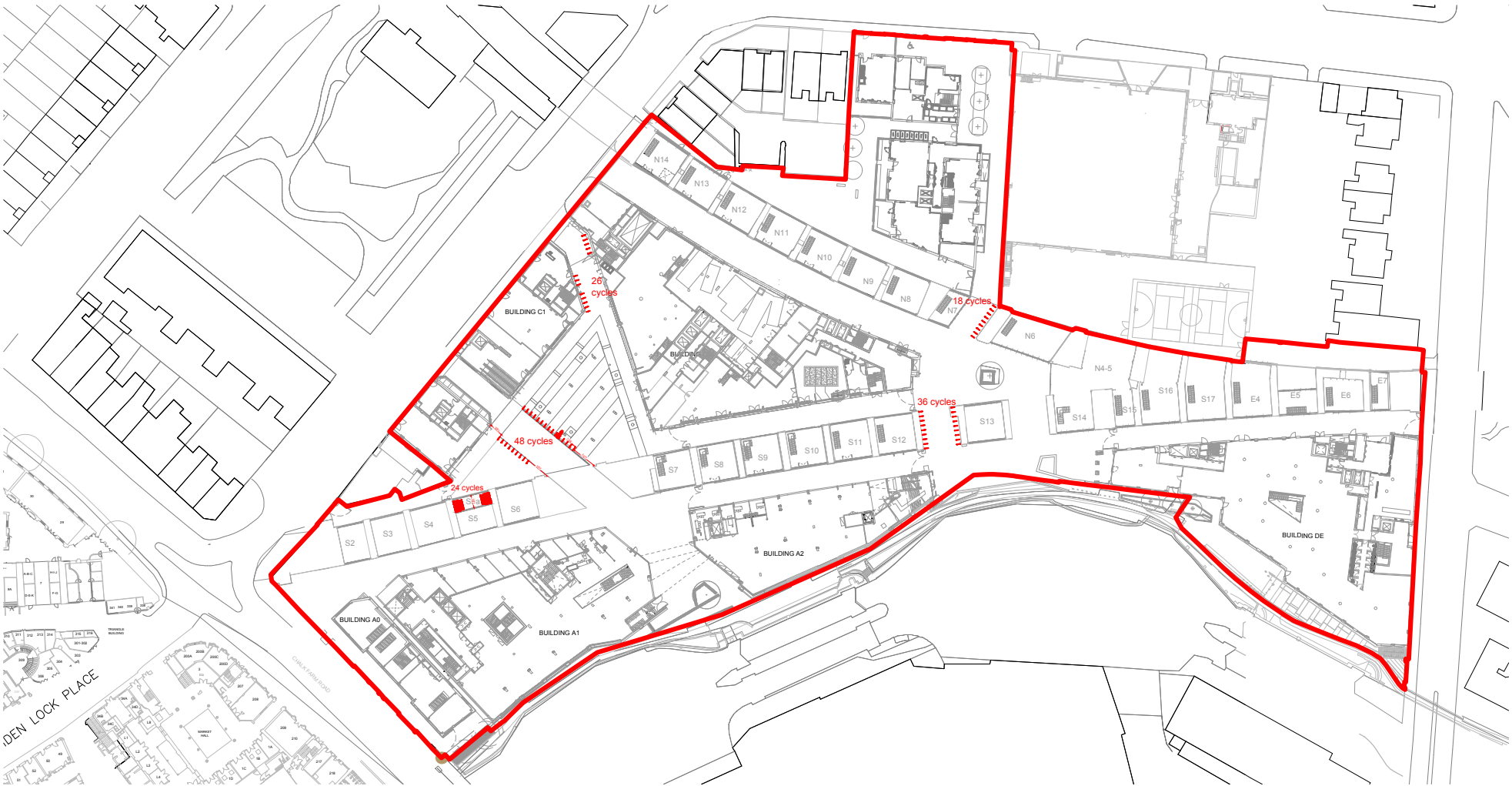
Camden Market Hawley Wharf

**Total Cycle Provision - 152 cycle parking spaces**  
**(12 double tier, 64 Sheffield stands)**

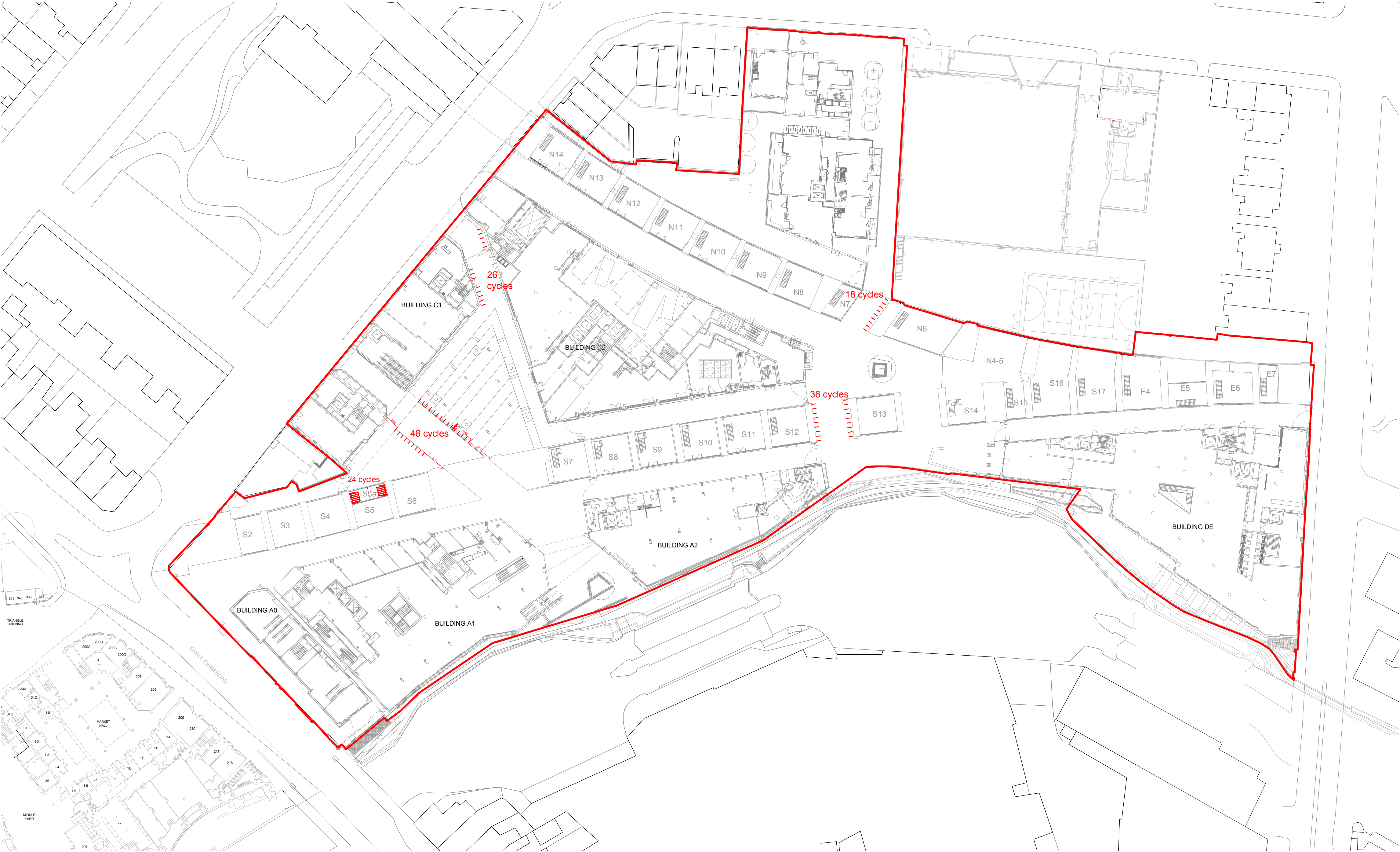
Specification - Sheffield Stand in powder coated steel in black , treated with powder coating to ISO 12944. 1m distance between centers.

☐ DRAFT ☐ TENDER ☒ PLANNING

<div><div><div>N</div><div></div></div></div> <div>Camden Market Hawley Wharf</div>		
Level	Hawley Wharf Cycle Parking Provision	
GF		
Scale	Date	Drawn By
As Shown A1	07.07.23	JA
Rev	Date	Description
-	-	-
Drawing Number	Project Number	
-	-	



Site Location Plan  
Scale 1:1250



Ground Floor Cycle Parking Strategy  
Scale 1:500