

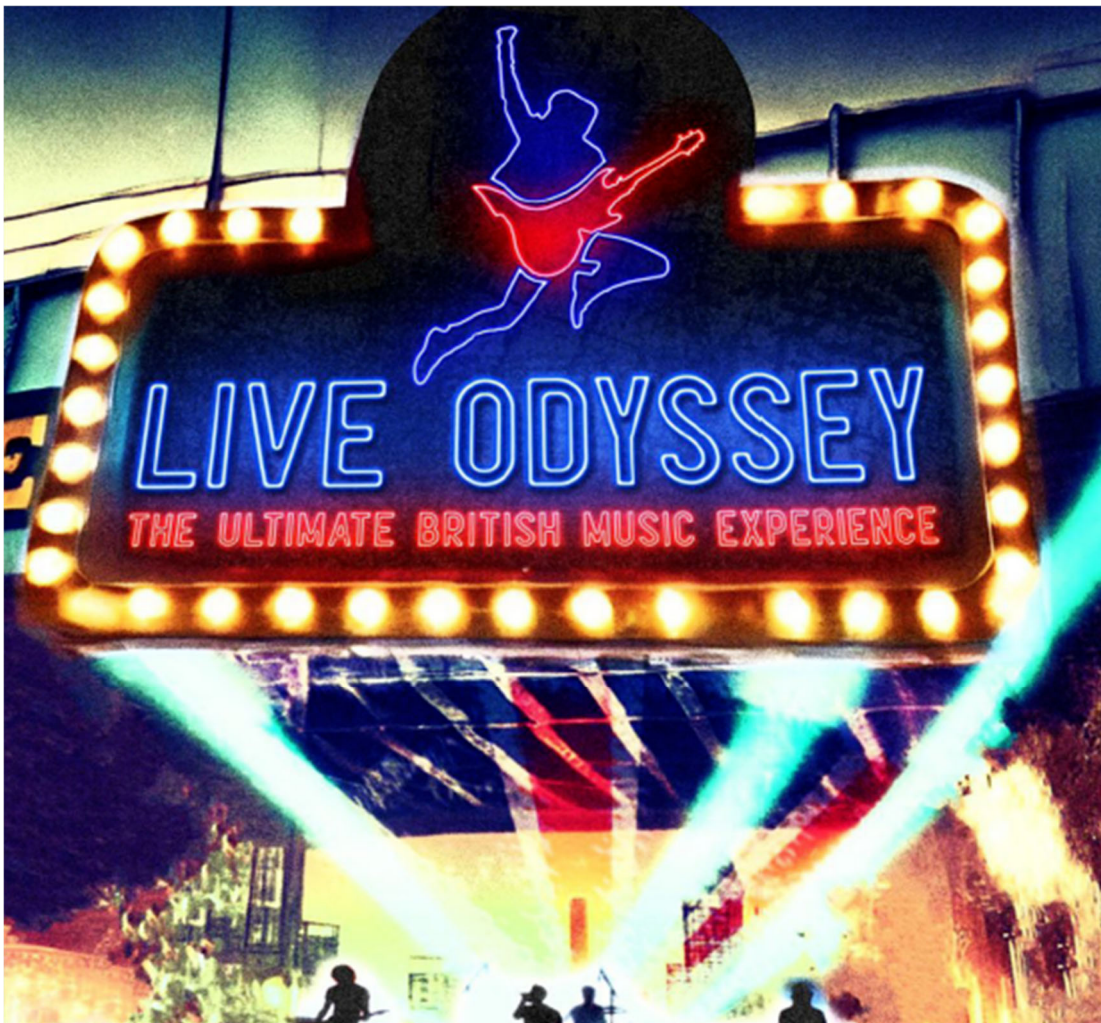
Labtech, Camden Market Management Ltd

Chalk Farm Stables – The 99s

Transport Statement

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Job number 236388-00

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1. Introduction

Ove Arup & Partners Ltd ('Arup') has been commissioned by Labtech, Camden Market Management Ltd ('the Applicant') to provide a Transport Statement to support a Change of Use (CoU) planning application related to the retail units, located on the first floor of the Stables Market on Chalk Farm Road in the London Borough of Camden, NW1 8AH.

The Stables Market is a thriving market comprising Sui Generis and Use Class E uses. The market is located within Camden town centre, the Regent's Canal Conservation Area, and includes several listed buildings and structures, including the Grade II-listed Horse Hospital and the Stables.

The units, locally known as the 99s, are currently retail (Use class E) outlets, the applicant seeks Sui Generis use to enable a new music experience visitor attraction in this space.

1.1 Background

The 99s units are located on the first floor of The Stables Market building which backs onto Chalk Farm Road. Figure 1 shows the location of the building relative to other local features including Chalk Farm Road.

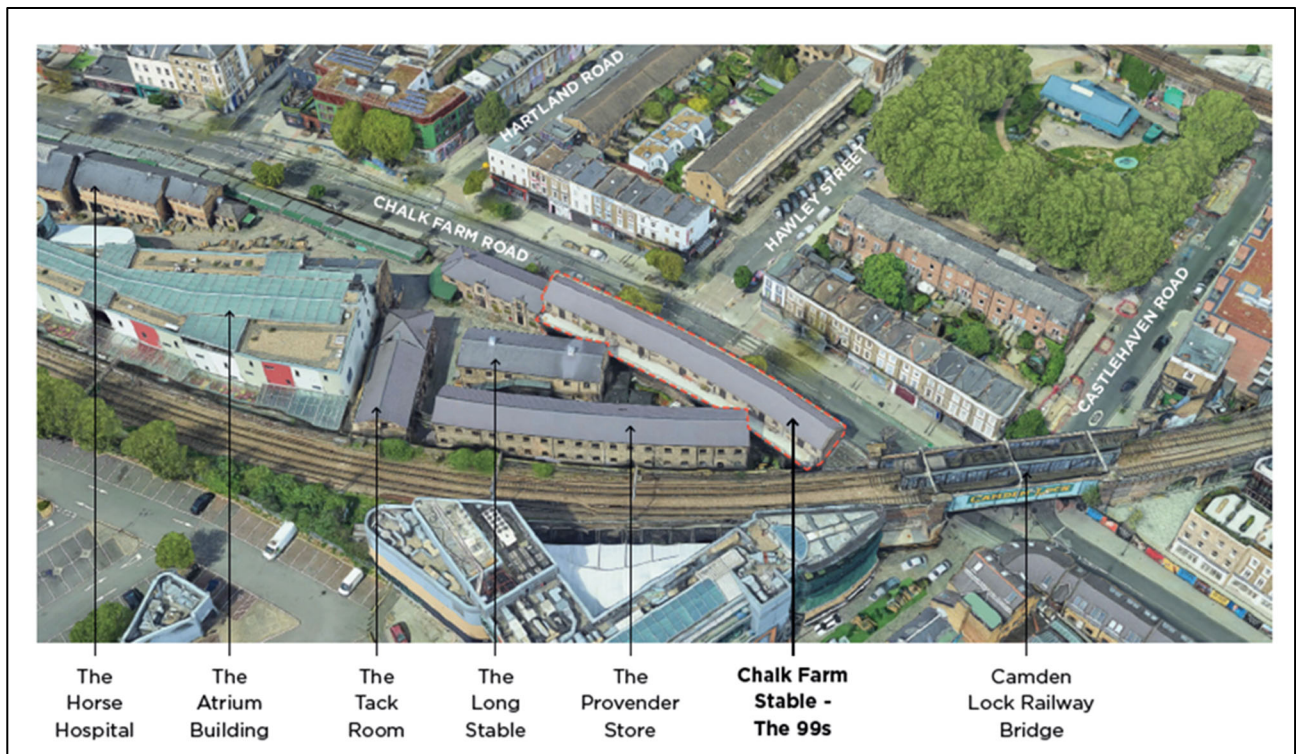


Figure 1: Location of The Stables

The seven first floor units face the cantilevered gallery within the market; they have been mostly vacant since the inception of the market. Repeated efforts have been made to use these units for retail purposes; continued occupation and success of the units has, however, been commercially challenging.

Six of the seven units are currently occupied; however, trade is poor due to a lack of footfall in this part of the market. The configuration of these first-floor stables for market retail makes them unattractive to visitors despite the signage and continuous advertising of the units.

The applicant has discussed these challenges the Council as part of the pre application process for this planning application.

The applicant is proposing to relocate the occupiers of the 99s to other locations within the market estate to give occupiers an improved level of service.

The applicant proposes to introduce a temporary music use within the 99s. A dedicated music venue is expected to enhance the visitor experience and celebrate Camden's rich musical heritage.

This Transport Statement (TS) considers the implications of the CoU on the local transport networks, focusing on local pedestrian and cycle accessibility, parking facilities for cycles, and internal servicing routes for deliveries and waste collection.

The assessments included within this report have been informed by planning experience from relevant, approved schemes within the neighbouring Hawley Wharf and at Camden Lock Market developments.

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 outlines the site's connectivity and access;

Section 4 sets out an evaluation of trip generation between current and proposed uses;

Section 5 set out the approach to cycle parking;

Section 6 outlines the delivery, servicing and waste management strategy; and

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

2. Proposed change of use

2.1 Current uses

The 99s comprise seven first floor units and a passageway. The building is a former stable of special interest, listed at Grade II, which underwent extensive repairs and upgrades between 2016 and 2018.

The existing arrangement consists of seven individual retail units, with 99E currently vacant. Each unit is approximately 50 sqm each. The total GIA of the units, when combined, amounts to 357.6 sqm. The CoU proposals will not change the GIA of the building.

A plan of the current layout is shown in Figure 2.

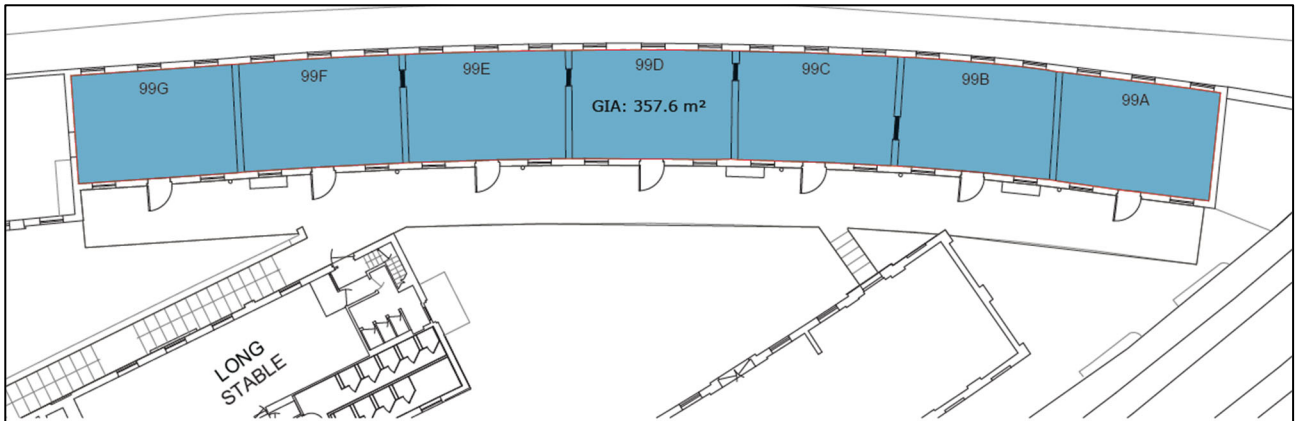


Figure 2: The 99s current layout

An image showing the units and walkway is shown in Figure 3.



Figure 3: First floor Stables and walkway

2.2 Proposed use

The proposals will improve the function of the building within the Camden area, enhancing the vitality and activity within this part of the Stables Market. The diversification of the market will help to enhance the visitor experience whilst helping contribute to support the vitality of the Stables Market.

The proposal utilises the sequential structure of the Stables building to create a cultural immersive journey, celebrating British music through the display of art, curated performances, holographic renditions, and interactive check points.

A plan indicating the attraction and areas is shown in Figure 4.

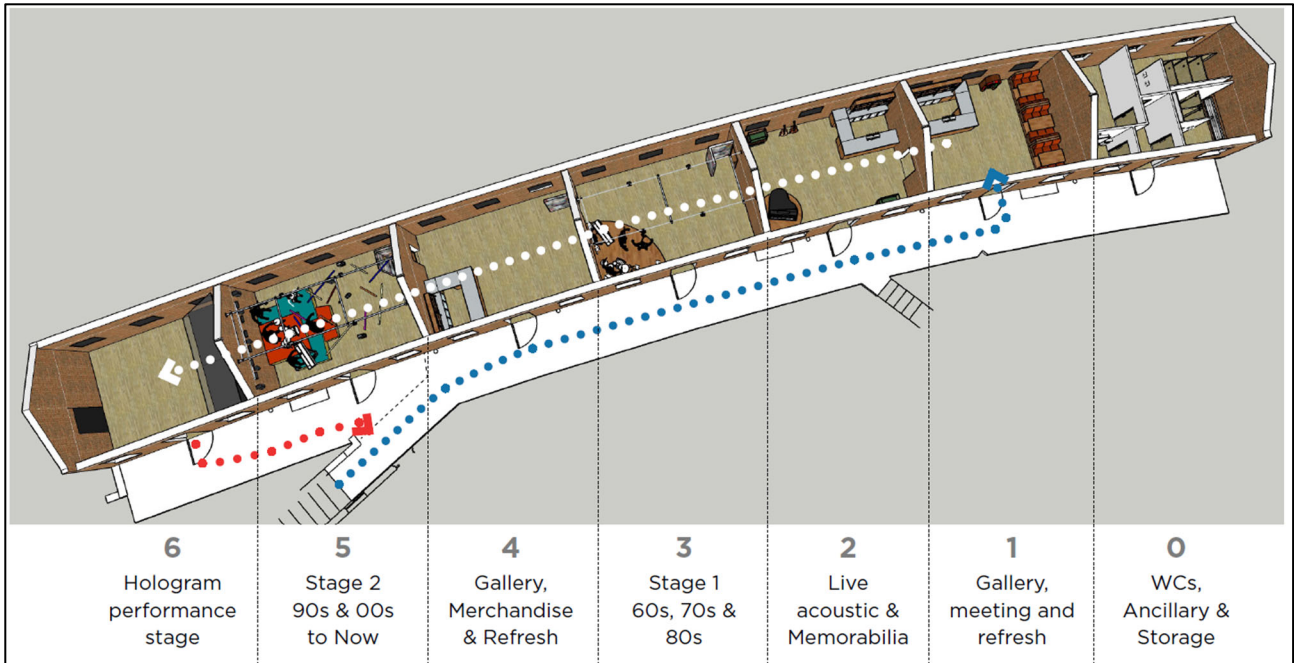


Figure 4: Proposed Change of Use and areas

2.2.1 Operating hours

The initial proposal is that operating hours will be from noon to 1am, seven days a week.

The hours of opening and closing will be defined by any relevant planning condition or licensing requirement, which will be complied with by the operator.

2.2.2 Attraction operation and capacity

The precise capacity of the premises will be determined after fit-out and following a fire risk assessment. The premises will be operated in line with associated requirements.

For the purposes of this assessment, the maximum capacity is proposed to be 500 people.

The event space will comprise seven individual separate rooms. Each unit will have a performance and experience that lasts 30 minutes with a 15-minute changeover; two of the units will be managed bars. Visitors will travel through the one-way system as they experience each performance. The final room will have a performance that lasts 15 minutes.

There will be a maximum number of people allowed in any room at any time as part of the experience; this will be evaluated by the operator taking into account time of the day/week and staffing levels.

The total time for the experience will last between two hours to three hours 30 minutes, the duration will depend on the number of visitors. The capacity requirements for the individual rooms and for the full site, and all entry and disbursements will be handled by trained security staff. Emphasis on ensuring a positive and safe visitor experience will be the key driver in this regard.

It is anticipated that the attraction will generally run at 60% capacity. The capacity of all rooms and the full space will be managed by staff at the entrance and exits of the full space as well as the individual rooms.

Wheelchair access will be provided through a lift in the long stable building adjacent to the premises.

2.2.3 Staffing and security

Staffing and security will comprise:

- Security Industry Authority (SIA) licensed security team, with one SIA trained personnel per 100 attendees (evening);
- A designated premises supervisor; and
- A minimum of 15 staff members in the building during each performance.

3. Connectivity and access

An overview of the Stables Market connectivity has been undertaken using TfL's WebCAT tool. This indicates that the site 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 5 shows the existing PTAL rating of the site.

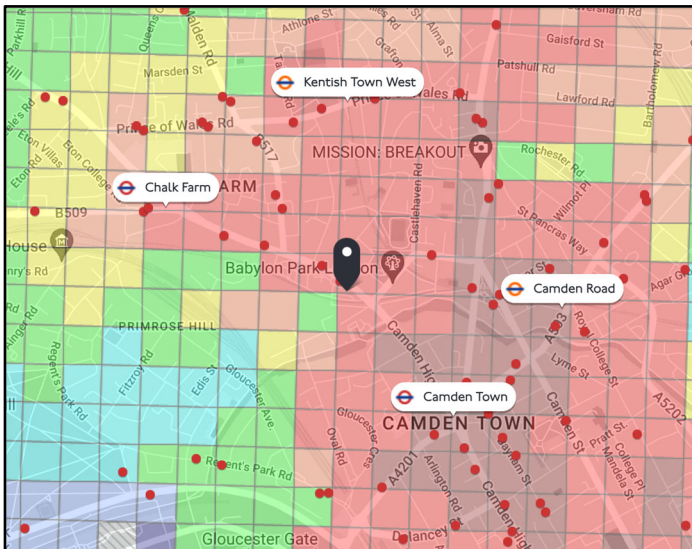


Figure 5: PTAL Rating

Camden Town London Underground (LU) Station is served by the Northern line and is located five minutes' walk to the south of The Stables market.

Chalk Farm LU Station is also on the Northern line and is located to the north of the market (10 minutes' walk). Due to the popularity of the Camden markets on a weekend, Camden Town Station operates on an exit-only basis on Saturday and Sunday afternoons.

Camden Road Station on the London Overground network is a five-minute walk east of Hawley Road.

There are bus stops on Chalk Farm Road outside the Stables Market and on Hawley Road.

A limited number of cycle parking spaces are provided within the Stables Market area and a Santander Cycles docking station is located on Castlehaven Road.

Chalk Farm Road is a two-way route to the east of the site. To the south Chalk Farm Road connects to Castlehaven Road under the Camden Lock Market railway bridge and travels one-way around the Hawley Wharf development. To the north Chalk Farm Road connect to Haverstock Hill and Adelaide Road.

Car parking in the vicinity of The Stables is limited: there are some on-street parking bays on Castlehaven Road and a small number of allocated bays on Hawley Road.

The Stables Market is a car-free development accessible by active modes (walking, wheeling, and cycling). Visitors can access the site from three access points: two entrances along Chalk Farm Road (Lower Stables Entrance and Stables Yard Entrance) and one entrance to the west of the site accessed from a local access road adjacent to Chalk Farm Road (North Yard Entrance). These access points are shown in Figure 6.

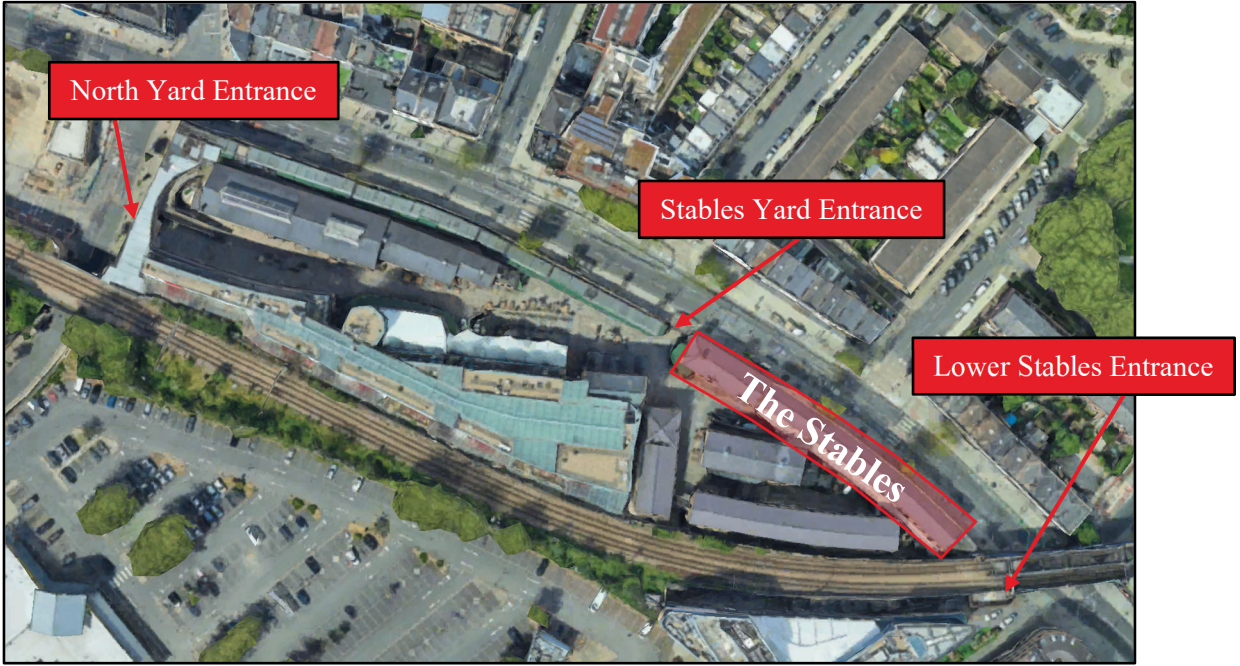


Figure 6: The Stables Market access points

Servicing and deliveries are undertaken from an existing loading bay on Chalk Farm Road; the same approach will continue as part of the proposed use. More details on the servicing and deliveries strategy is provided in Section 6.

4. Trip generation and impact

This section sets out an overview of the changes to the trip generation related to the proposed CoU.

4.1 Existing use person trip generation

Journeys to/from the existing 99s retail units form part of the wider retail experience enjoyed by visitors to the Stables Market and the wider Camden Market estate.

The units are not distinct trip attractors in their own right except for approx. five to eight staff members that are expected to arrive prior to the market opening morning and leave late afternoon/early evening when the retail element of the market closes.

4.2 Proposed person trip generation

The proposed change of use of the 99s is not expected to have a material impact on the operation within the market or local transport networks.

The proposed development is situated in an area which already attracts large volumes of visitors due to the retail and food/drink offering.

It is assumed that 15% of trips to the music experience will be new trips. i.e. visitors that will come to the area for the music experience as their primary travel choice.

The 15% is informed by an application for the White City Westfield shopping centre extension (to create an additional 57,248m² of retail space), which was submitted to the London Borough of Hammersmith and Fulham in September 2011. This application concluded that the total proportion of new trips to the extension would be 14.56%. Although a different retail environment to The Stables Market, this is a useful comparison in an accessible, central London location which attracts both locals and tourists.

To evaluate how visitors will come to the units, this is informed by an estate-wide travel survey undertaken in June and July 2024 as part of travel plan monitoring for the Hawley Wharf development. This provides valuable information on relevant travel activity.

Therefore, assuming a (worst case) capacity attendance of 500 visitors every 2-3 hours, the following trips, shown in Table 1, may be realised, for each event.

Mode	Mode Share	Trips	15% New trips
Underground	54%	270	41
Walk	18%	90	14
Overground	11%	55	8
Bus	10%	50	8
Car	4%	20	3
Cycle	1%	5	1
Canal Boat	1%	5	1
Taxi	1%	5	1

Table 1: Camden Market Estate mode share and music experience forecast trips for a capacity event

It is expected that the proposed level of new trips to/from the area will be able to be accommodated on the surrounding public transport and other networks given the excellent (PTAL 6a) connectivity of the site and the scheduling of events across the day/evening.

4.3 Visitor management

Visitors to the attraction will approach on the stairs that lead to the venue from the Stables Market ground floor. There will be a timed entry indicated on tickets purchased online, to manage the number of visitors for each timeslot for each event. Security/staff will be positioned at the top of the stairs with a ticket scanner to permit entry or reject visitors if they do not have a ticket or arrive at the wrong time.

Tickets will indicate that customers should turn up to the venue 15mins prior to their experience. The bottom of the stairs will be manned by security staff and visitors will not be able to approach outside their allocated ticketed timeslot.

Groups will enter at a maximum of 80-100 people at a time over a 15-minute period; this will be managed to ensure a steady flow so there will be no congregating due the design of the entrance/exit system.

Customers will be directed to exit each venue via a one-way system. A rope will divide the stairs to create an entrance and exit. Groups of customers will be leaving the venue before the arrival of the next group, which means that there will times when groups will be entering and exiting at the same time.

The only time that people will potentially leave/re-enter at the same time are those having to temporarily leave/return to the experience. This will be a very small proportion of attendees and will be managed by security staff.

The exit policy for late night event will align with the existing policy established for other late-night venues in the market with customers exiting via Chalk Farm Road away from residential properties.

5. Cycle parking

In recent years there has been an evolution of cycle parking requirements as the Council and Transport for London seek to support wider cycling policy objectives. As such, this application could be considered within the context of cycle parking standards set out in Camden Council's, Camden Planning Guidance, Transport (January 2021) standards.

However, as the Stables building is already constructed and operational there is limited scope to incorporate additional cycling spaces to the busy site.

Cyclists wishing to park on-site during the day will be directed to the nearby Atrium building where a number of short stay spaces are provided.

The reception's on-site cycle store is shown in Figure 7.



Figure 7: Atrium Cycle Parking Facilities

Short stay cycle parking is also provided adjacent to the former Horse Hospital building; these spaces are shown in Figure 8.

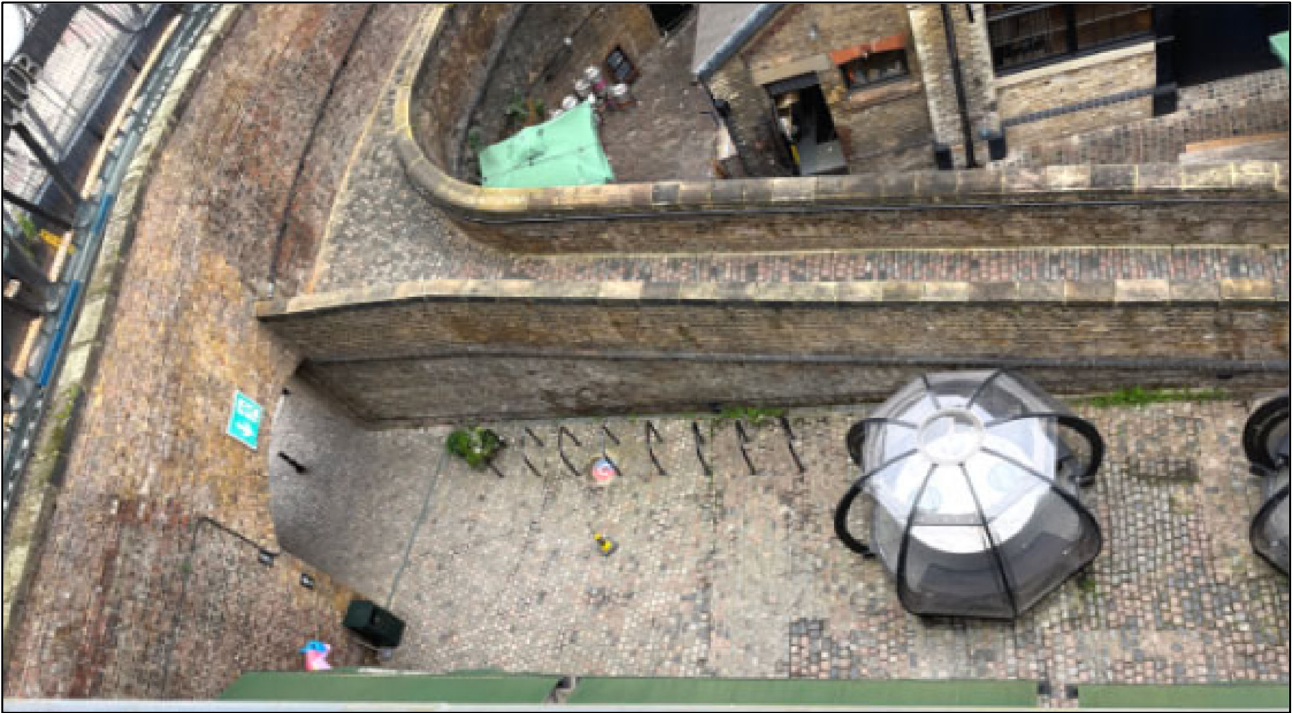


Figure 8: Short Stay Cycle Parking

The applicant is committed to providing 150 visitor parking spaces at the Hawley Wharf development a short walk from The Stables market. These proposals provide a holistic solution to accommodating visitor cycle parking for Hawley Wharf and the wider market estate including the Stables Market and will accommodate any dedicated cycle parking demand realises by the proposed change of use.

6. Servicing and deliveries

6.1 Servicing strategy

Deliveries will be undertaken from a layby on Chalk Farm Road outside the Stables Market with deliveries being trolleyed across to the site. This aligns with the current operation.

In line with current restrictions, no deliveries will be carried out between 20:00 – 08:00.



Figure 9: Loading Bay on Chalk Farm Road

The estimated daily delivery and servicing trips to the current and Proposed Development were calculated using an Arup in-house vehicle generation tool developed to utilise Arup research and other survey information from similar developments in the United Kingdom.

The generation tool applies a delivery and servicing vehicle trip rate for each of the proposed building uses to the relevant gross internal area (GIA) for that building use. The trip rates, which are expressed as vehicles per 100m² per day, have been derived from survey data from the Canal Market and other comparable developments around London, as well as relevant design guidelines and local authority regulations.

There is no current delivery information available for the existing retail-led scheme; instead the market trip rate of 0.77 vehicles per 100m² per day has been applied to calculate servicing trips to the existing retail space.

The predicted daily deliveries for the change of use to a gallery space are anticipated to be lower than the existing use. The floor area is assumed to be the same for the current and proposed scheme.

Land Use	Current GIA	Proposed GIA	Trip Rate per 100m ² GIA	Current Daily Deliveries	Future Daily Deliveries
Market/retail	357.6	-	0.77	3	-
Leisure/gallery	-	357.6	0.10	-	1
Total	-	-	-	-	-

6.2 Waste Collection

The waste management plan has been prepared by reference to the following documents:

- BS5906:2005 Waste Management in Buildings – Code of Practice;
- Camden Planning Guidance, 2015 CPG1, pp 93-100; and
- Commercial recycling and rubbish, London Borough of Camden (LBC) website.

The current waste contractor has provided information on the waste streams currently collected across the Camden Market estate. Refuse and mixed dry recycling is co-mingled and sorted at a separate facility and cardboard is collected separately.

Waste	Waste Vol (m ³)	360 litre bins	240 litre bins	Storage Area (m ²)
Refuse & Mixed Dry Recycling	0.39	-	2	3
Card	0.04	-	1	
Total	0.43			

Table 2: Two Day Waste Generation and Storage

Waste is stored in each demise and taken by tenants/occupiers to the main waste store adjacent to Dead Dogs Basin. Here it is processed by the estate waste management contractor and removed from site by barge or road.

7. Summary and conclusion

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

7.1 Trip generation

The trip generation identifies there will be a non-material increase in trips to the music experience. The majority of activity will take place as part of trips to the wider Market Estate.

7.2 Cycle parking

No new cycle parking is proposed at the building. Cyclists will be directed to nearby facilities.

7.3 Servicing and deliveries

Servicing and deliveries will be undertaken from an existing loading bay on Chalk Farm Road. This aligns with existing arrangements and will therefore not have an impact to the surrounding area. Waste is transferred to Dead Dogs Basin where waste is managed off-site by the market waste contractor. Again, waste strategy aligns with the current strategy.

7.4 Conclusion

This Transport Statement summarises the transport impact of the proposed CoU. The 99s are located within an area of high public transport connectivity the proposed change of use to a Sui Generis music experience attraction will not have a material impact on transport networks.