

LabTech Property Development
Limited

Hawley Wharf MMA Application
Transport

001

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instructions and requirements of our client.

It is not intended for and should not be relied
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is undertaken to any third party.

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1 Introduction

Arup has been appointed by LabTech Property Development Limited (LabTech) to prepare a transport note to outline any transport related effects resulting from proposed changes to the Hawley Wharf development within the London Borough of Camden (LBC).

In January 2013 planning consent was granted for the redevelopment of the Hawley Wharf area (planning permission application reference number 2012/4628/P). The development is under construction, but LabTech are seeking to make some adjustments, via a Minor Material Amendment Application (MMA) to the operative planning permission (reference 2018/1715/P), to increase the family appeal of the development and encourage occupancy of the development.

This document sets out the proposed changes and how transport provisions will be adjusted to meet with any new requirements. An updated Servicing and Delivery Management Plan, incorporating the proposed changes, has been produced and is provided as a separate document.

2 Development Proposals

2.1 Site Context

The Hawley Wharf development is central to the Camden Markets area, being located approximately 350m north of Camden Town London Underground (LU) station and bound by Castlehaven Road and Camden High Street to the west, Hawley Road to the north, Kentish Town Road to the east and to south by the Regent's Canal.

The two railway viaducts that run through the site divide it into three parts that are referred to as Areas A, B and C. Further along the canal the site includes a small collection of office buildings referred to as Area D. The arches under the viaduct are also utilised. The development as a whole provides a mix of uses including market retail, restaurants, employment space, residential units and Hawley Primary School.

2.2 Proposed Land-Use Changes

The proposed changes being sought will alter the land-use within Building A, C and the northern railway arches. In summary, the amendments comprise:

- Installing a 975sqm mezzanine in the basement of Building C and changing the use from cinema (D2) to family entertainment (sui generis);
- Relocating the cinema from Building C to the seven northern arches opposite the Building C servicing area;
- Relocating light industrial use (B1c) from the northern arches to the basement of Building A1; and
- The loss of retail space (A1) from the basement of Building A1.

Building A fronts onto Chalk Farm Road and largely comprises market retail type use. The relocated B1c use from the northern arches will replace 1,020sqm A1 retail use in the basement.

Building C is a mixed-use building with retail, employment and leisure use on lower levels and residential dwellings on the upper floors. The proposed family entertainment space will replace the cinema floor area in basement level -1 but also create additional floor area (+975sqm) by adding a mezzanine level to the basement.

The seven arches opposite Building C were proposed for light industrial use but the proposals are to replace these units with a cinema of a similar size (with regards to the total number of seats) to that which was proposed in Building C.

The change in floor areas is shown in **Table 1**.

Table 1 Existing and Proposed Floor Areas

Location	Permitted	Proposed
Building A	Market Retail – 1,020sqm	Light Industrial – 1,020sqm
Building C	Cinema – 2,207sqm	Family entertainment - 3,182sqm
Northern Arches	Light Industrial – 887sqm	Cinema – 887sqm

2.3 Proposed Access Changes

There are no changes proposed to the main visitor and employee entrances to the buildings effected by the proposed land-use changes.

The main entrance and exit to the family entertainment space within Building C will be via an entrance on Castlehaven Road as per the consented arrangement for the cinema.

Pedestrian access to the proposed cinema in the northern arches will remain via the access road into the site from Castlehaven Road. This route is a shared space as it provides vehicular access to the servicing area located on the ground floor of Building C.

Access into the Building A basement will also be unchanged, with access available from within the market area via the stairs or lifts located to the rear of the building located on Chalk Farm Road.

Servicing access will be unchanged, with service vehicles utilising the central servicing area in Building C via the access road that connects to the highway network at Castlehaven Road.

There is no visitor car parking within the Hawley Wharf development.

2.4 Cycle Parking Provision

2.4.1 Existing Cycle Parking

There are 204 cycle parking spaces within Building C and a further 150 spaces available within the public cycle store underneath one of the northern viaduct arches.

The relocation of the cinema is not expected to generate any additional cycle parking demand as the relocated cinema will be of a similar size (in terms of total number of seats) as that in the consented scheme.

Similarly, the replacement of retail space in Building A with the light industrial space relocated from the northern arches results in a net reduction in cycle parking requirements based on the latest Draft New London Plan standards shown in **Table 2**.

Table 2 Draft New London Plan Cycle Parking Standards

Land Use	Long stay	Short stay
A1 Food Retail	1 space per 175sqm	1 space per 20sqm
B1c employment	1 space per 250sqm	1 space per 1,000sqm

The addition of a mezzanine level in the family entertainment space will increase the building floor area and will therefore generate a greater demand for cycle parking. The Draft New London Plan Standards require one space per eight 8 full time members of staff and one space per 100sqm for visitor parking for D2 land-use. During peak operation there could be 50 staff and therefore at least six long-stay staff spaces will be made available to employees working within the family entertainment centre. The additional floor area of 975sqm requires 10 visitor spaces for those visiting the family entertainment attraction.

Employees of the family entertainment space and cinema will be able to utilise the existing cycle store located in the basement of Building C. There are two cycle stores with a total of 68 spaces between them, accessible via the stairs or goods lift from the access road between Building C and the northern arches. Visitors and employees will also be able to utilise the public bike store which provides 150 spaces and is located within the arches next to the proposed cinema.

The Transport Assessment produced for the consented scheme (planning application reference number 2012/4628/P) identified a requirement, based on the 2012 cycle parking standards, of a minimum of 319 cycle parking spaces being required for the Hawley Wharf development. The assessment acknowledged however that some requirements were unclear as the standards were based on staff numbers which were unknown prior to planning submission. The 2012 development therefore proposed 452 spaces in total (133 more than required by policy standards), to address any unknowns and future proof the development to ensure there was sufficient storage to accommodate a growth in cycle parking demand. It is therefore reasonable to expect that the forecast growth in cycle parking demand that is generated by increasing the floor area in Building C can be adequately accommodated within the existing cycle parking provision.

3 Change in Trip Generation

3.1 Impact on Person Trips

The cinema relocation will move the cinema trips to the northern arches, but the quantum of trips will generally be the same. The 2012 Transport Assessment based cinema trip forecasts on 180 seats and the current proposals suggest the cinema in the arches will be able to accommodate up to 160 seats.

The light industrial space that is proposed to be relocated from the northern arches will replace A1 retail use in Building A1. Whilst this anticipated change in land use will alter travel patterns, with employment/light industrial use likely to attract weekday peak hour trips but lower trip levels throughout weekdays and the weekend; the replacement of retail space with employment use should reduce trips overall. As shown in **Table 3** and **Table 4** the retail trip rates per 100sqm applied in the 2012 assessment are higher than the employment trip rates used in the 2012 assessment.

Table 3 Employment/Light Industrial Use – Trip Rates per 100sqm

Time Period	Arrivals	Departures	Total
08:00 – 09:00	1.955	0.187	2.142
13:00 – 14:00	1.966	1.786	3.752
18:00 – 19:00	0.196	1.283	1.479

Table 4 Camden Market Retail Use – Trip Rates per 100sqm (weekday)

Time Period	Arrivals	Departures	Total
08:00 – 09:00	7.314362	7.708896	15.02326
13:00 – 14:00	40.23301	44.79114	85.02415
18:00 – 19:00 *	15.48971	20.88914	36.37885

* Retail trip rates for evening peak were 18:30 – 19:30

A key purpose of the proposed amendments however is to attract more family visitors to the Camden Markets area and therefore it is envisaged that the family entertainment space will attract more visitors into the Hawley Wharf development. There are no comparable sites in TRICS to derive trip rates but it is forecast that it could attract approximately 3,000 visitors per day, with around 1,000 visitors in the centre at any one time. To put this in context, the 2012 assessment forecast that the market would attract 36,500 inbound visitor trips on a daily basis. Many of the visitors to the family entertainment centre will already be visiting the Camden Market area and therefore not all visits to the family space will be new trips to Hawley Wharf.

Based on previous visitor surveys it is expected that the majority of visitors will travel by London Underground, train or bus. No car parking is provided so the development is not expected to attract car trips although there will be some taxi trips. The 2012 assessment forecast a 2% taxi mode share, which for this proposal would amount to 60 trips per day.

3.2 Servicing Trips

The Delivery and Servicing Management Plan for Hawley Wharf has been updated to support the proposed land-use changes and is submitted as a separated document. It outlines that the addition of the family entertainment space could generate an extra two servicing trips per day. These additional trips can be accommodated within the central servicing area in Building C.

4 Summary and Conclusions

Arup has been commissioned by LabTech to prepare a transport report in support of a Minor-Material Amendment planning application for proposed changes to the Hawley Wharf development in the London Borough of Camden.

The proposed changes will benefit the site by attracting more family visitors to the Camden Markets area.

This document has considered the transport implications of the proposed change and to summarise:

- There are expected to be some additional trips to the family entertainment complex, but the increase will be negligible within the scale of existing visitor numbers, and it is expected that many of the visitors to the family entertainment centre will already be visiting the Camden Market area;
- The site benefits from long-stay and short-stay (visitor) cycle parking in excess of policy standards. The additional demand will therefore be adequately accommodated within the existing parking locations however the Hawley Wharf Travel Plan will continue to monitor usage; and
- A Servicing and Delivery Management Plan has been prepared which demonstrates that servicing trips can be accommodated within the servicing area and on the existing highway network.

The report therefore concludes that the proposed changes will not adversely affect local transport networks and will have an overall positive effect on the Camden Market area.