

**Camden Market Management Company**

## Atrium Building

### Transport Statement

Issue | 11 November 2022



Source: <https://labs.com/location/atrium-london/>

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**Ove Arup & Partners Limited**  
8 Fitzroy Street  
London  
W1T 4BJ  
United Kingdom  
[arup.com](https://arup.com)

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# 1. Introduction

Arup has been commissioned by Camden Market Management Company (the Applicant) to provide a Transport Statement to support a Change of Use (CoU) application related to the Atrium Building, located in the Stables Market on Chalk Farm Road in the London Borough of Camden.

The site is located within Stables Market, which fronts Chalk Farm Road and is bounded by Camden Lock Place to the east and the Regent's Canal to the south. 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 a number of listed buildings and structures, including the grade II\* listed Horse Hospital directly in front of the Atrium building.

## 1.1 Background

Planning permission for the building was originally granted on 26 April 2001 under reference PE9800576. A subsequent planning permission was granted in 2006 under reference 2006/3182/P. The description of development for the 2006 planning application was for the:

*'Demolition of existing temporary buildings and partial demolition of arches for 11,564.5sqm mixed use redevelopment comprising two new 4 storey plus basement buildings (Buildings A and B) to accommodate a mix of uses including retail (Class A1), food & drink (Class A3), offices (Class B1a), workshop/studio units (Class B1c), warehousing/storage (Class B8), exhibition space (Class D1). Creation of new pedestrian access route together with opening up and refacing of existing arches to the rear of the site and the creation of retail (Class A1) floorspace within the exposed arches'.*

The development was not completed in accordance with the approved consent by the previous Owner due to the non-provision of B8 and D1 floorspace, the size of the retail units, and the non-provision of off-site housing and a crèche as required by the original consent.

Matters relating to the crèche (which could not have been provided on the third floor due to fire safety) and off-site housing have since been resolved by way of a Deed of Variation dated 14 June 2022 comprising a financial contribution towards a crèche and housing provision at Hawley Wharf.

The design and detailing of the building as constructed was also not in accordance with the approval. A Certificate of Lawfulness for the existing built form of the building, including all internal floor levels was submitted on 26 June 2016 and remains outstanding.

This CoU planning application deals with the use of the building as the Applicant has been using the building for Use Class E office use on the upper floors and a mix of Use Class E retail/restaurant and Sui Generis hot food takeaway on the ground floor.

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

The assessments included within this report have been informed by data collected from approved schemes, namely Hawley Wharf and Camden Lock Market. A Transport Assessment report was not included with the 2006 application; it is assumed that transport impact was agreed as part of the 1999 submission although the Council planning portal records do not include information from this time.

## 1.2 Report Structure

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

**Section 2** provides a description of the consented scheme and the proposed CoU;

**Section 3** sets out an evaluation of trip generation between consented scheme and proposed uses;

**Section 4** set out the approach to cycle parking;

**Section 5** outlines the delivery, servicing and waste management strategy; and

**Section 6** summarises the impacts of the CoU on the local transport network.

## 2. Proposed land use changes

This section sets out a comparison of the land uses from the consented scheme to the proposed CoU.

### 2.1 Atrium building areas – 2006 consented scheme.

**Table 1** shows the land use schedule of the planning consent, in respect of the ground and upper floors, obtained in 2006.

**Table 1: Atrium Building area schedule (2006)**

Floor	Use Class	GEA area
<b>Ground</b>	A3	375 sqm
	A1	1825 sqm
<b>1</b>	B1	622 sqm
	A3	120 sqm
	A1	1267 sqm
<b>2</b>	D1	1,842 sqm
<b>3</b>	B1	1,584 sqm
	D2	109 sqm
<b>Total</b>		<b>7,744 sqm</b>

### 2.2 Atrium building – proposed CoU

This CoU application reflects existing uses within the Atrium Building including a change in land use to Class E, which includes Sui Generis Market on the ground floor, flexible space on floor 1 and office space on floors 2 and 3. Use class E is proposed across all areas to maximise the flexibility for the development.

**Table 2** provides an overview of the proposed CoU.

**Table 2: Atrium Building area schedule**

Floor	Use Class	GEA area
<b>Ground</b>	Sui Generis/Class E	2,420 sqm
<b>1</b>	Class E	2,128 sqm
<b>2</b>	Class E	1,967 sqm
<b>3</b>	Class E	1,755 sqm
<b>Total</b>		<b>8,270 sqm</b>

The ground floor currently provides a range of Use Class E and Sui Generis unit sizes which can be adapted to cater for future demand. The flexibility of unit sizes is extremely important to market tenants depending on the nature of their business.

### 2.3 Overview of the proposed CoU

The proposed CoU will realise an additional 526 sqm of floorspace. The previous 2006 permission permitted retail, exhibition and office space on the upper floors of the building. The retail and exhibition space was never implemented. However, new retail accommodation has since been provided elsewhere within Stables Market in the Provender Store and 99's.

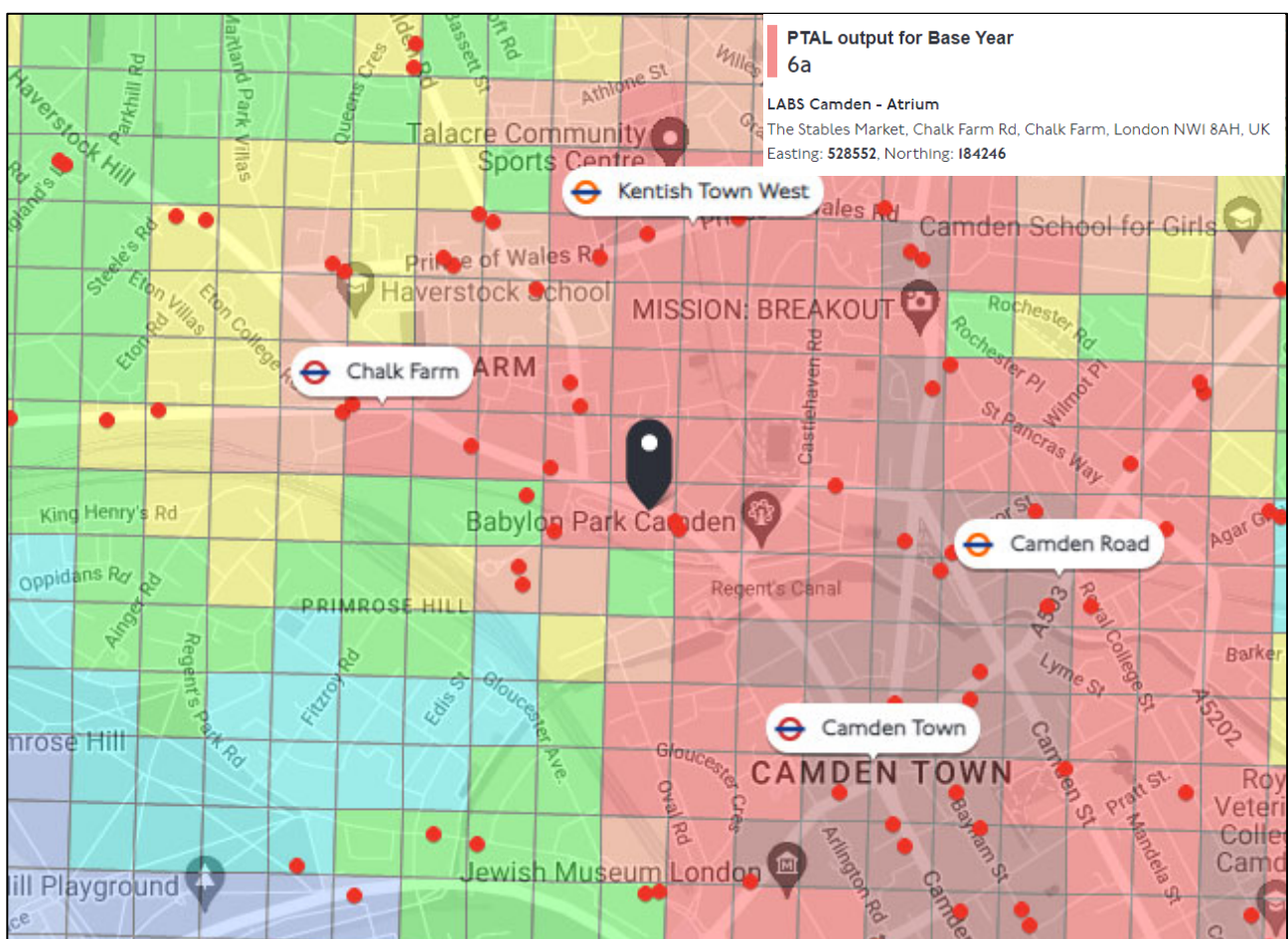


A new exhibition space is proposed within Camden Lock Market. Therefore, the Applicant is of the view that the loss of these unimplemented uses is deemed acceptable. The provision of Use Class E on the upper floors will help the ecosystem of the market by allowing the employees within the building to support the local markets and Camden Town during lunch and after working hours.

The proposals will improve the continued function of the building within the Stables Market. The diversification of the Stables Market offer will enhance the vitality and activity within this part of the market. The proposed uses will also act as an anchor drawing people through the market to this location through providing a mix of land uses and attracting a wider range of visitors, which will help contribute to securing the Stables Market's long-term future.

## 2.4 Connectivity and access

TfL's WebCAT website reports that the Atrium building in the Stables Market has a Public Transport Accessibility Level (PTAL) of 6a, indicating an excellent public transport accessibility and the second-highest possible scoring on the PTAL grading. 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 1 shows the existing PTAL rating of the site.



**Figure 1: PTAL score**

The site is only accessible by active modes (walking, wheeling and cycling): it is a car free development. Pedestrians can access the development 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).

Cyclists access the development from Chalk Farm Road access point. It is anticipated that cyclists accessing the Atrium Building will wheel their cycle from the Chalk Farm Road access points to the on-site cycle store located next to reception. These spaces are shown in Figure 2.





**Figure 2: Cycle parking facilities**

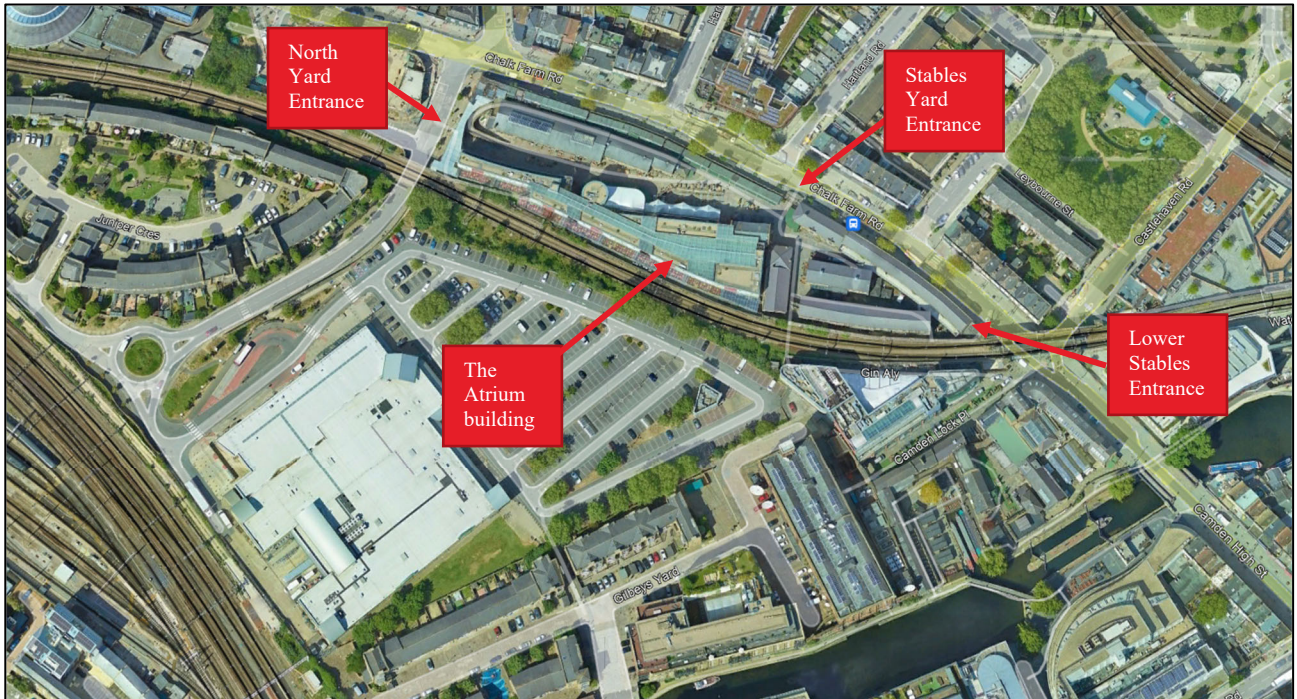
Short stay cycle parking is provided adjacent to the former Horse Hospital building, these spaces are shown in Figure 3.



**Figure 3: Short stay cycle parking**

The Camden Market access points are summarised in **Figure 4**:





Source: Google Earth

**Figure 4: Camden Market access points**

## 2.5 Servicing and Deliveries

Servicing and deliveries are undertaken from an existing loading bay on Chalk Farm Road. The same approach will continue as part of the proposed CoU. More details on the servicing and deliveries strategy can be found in **Section 5**.

## 2.6 Cycle Parking

As part of the CoU a total of 57 long stay and 8 cycle parking spaces (four Sheffield stands) will be provided. More details on the approach to cycle parking provision can be found in **Section 4**.

### 3. Trip generation

This section sets out a comparison of the previously consented scheme and the proposed CoU.

The 2006 planning application records on the planning portal did not include a Transport Assessment; it is assumed that the transport strategy was agreed through the 1999 application.

In the absence of any agreed assumptions for the Atrium building the trip generation exercise has been informed by person trip rates agreed for the nearby Camden Lock Village (Hawley Wharf) planning application (planning reference 2012/4628/P). Mode share information has been informed by the Camden Lock Market redevelopment scheme which was approved in 2016 (planning reference 2015/4774/P)

#### 3.1 Person Trip Generation

Person trip generation has been calculated using the Gross External Area (GEA) land use areas for the consented scheme and the proposed CoU.

Trip rates and the principles outlined in the Transport Assessment for the nearby Camden Lock Village (Hawley Wharf) planning application (planning reference 2012/4628/P) have been used to inform the trip generation exercise and articulate the change in activity associated with each land use mix. These trip rates are considered appropriate due to the nature of the development and its location as a neighbouring development to the Stables Market. Hawley Wharf has been constructed and is operational.

For simplicity the market trip rates derived as part of the Hawley Wharf development have been applied to retail, market (food/drink) and the exhibition space.

The person trip rates for the AM and PM peak hours derived for Camden Market and the Atrium Building are outlined in **Table 3**.

**Table 3: Person Trip Rates**

Land Use	In (AM)	Out (AM)	In (PM)	Out (PM)
A1 Retail	2.056	2.108	2.056	2.108
A3 Market (food/drink)	2.056	2.108	2.056	2.108
B1 Office	1.955	0.187	0.196	1.283
D1 Exhibition space	2.056	2.108	2.056	2.108

Source: Camden Lock Village (Hawley Wharf) Transport Assessment

The subsequent trip generation for the AM and PM peak periods for the consented scheme and the proposed CoU is summarised in **Table 4**. The Retail, Market and Exhibition Space trip rates have been applied to the floor areas for the corresponding land uses associated with the consented scheme.

The Office trip rate has been applied to the total CoU floor area as this represents the current uses for most of the space within the Atrium building.

**Table 4: Person Trip Generation**

	In (AM)	Out (AM)	Total	In (PM)	Out (PM)	Total
<b>Consented scheme</b>						
A1 Retail	64	65	129	64	65	129
A3 Market (food/drink)	10	10	20	10	10	20
D1 Exhibition space	38	39	77	38	39	77
<b>Total</b>	<b>112</b>	<b>114</b>	<b>226</b>	<b>112</b>	<b>114</b>	<b>226</b>
<b>CoU</b>						
Use Class E	162	15	177	16	106	122
<b>Total</b>	<b>162</b>	<b>15</b>	<b>177</b>	<b>16</b>	<b>106</b>	<b>122</b>

### 3.2 Multi modal trip generation

Mode share for the proposed development has been informed by interview surveys undertaken as part of the Camden Lock Market redevelopment scheme, which was approved in 2016 (planning reference 2015/4774/P). These mode share calculations have been used to determine multi-modal trip generation for the consented scheme and the proposed CoU.

**Table 5** outlines the multi modal trip generation for the consented scheme.

**Table 5: Multi Modal Trip Generation (consented scheme)**

Mode	Mode Share (%)	In (AM)	Out (AM)	In (PM)	Out (PM)
<b>Underground</b>	50%	56	57	56	57
<b>Bus</b>	14%	16	16	16	16
<b>Walk</b>	16%	18	18	18	18
<b>Car</b>	3%	3	3	3	3
<b>Train</b>	7%	8	9	8	9
<b>Cycle</b>	4%	5	5	5	5
<b>Motorcycle</b>	1%	1	1	1	1
<b>Taxi</b>	2%	2	2	2	2
<b>Other</b>	3%	3	3	3	3
<b>Total</b>	<b>100%</b>	<b>112</b>	<b>114</b>	<b>112</b>	<b>114</b>

*Note: numbers subject to rounding.*

The results above show that the highest mode share for the local area is the London Underground (50%) followed by walking (16%) and bus (14%). The results also show that other modes, such as car, motorcycle and taxi, have a significantly lower mode share.

For the proposed CoU, it should be noted that all trips generally take place at the moment given the occupancy profile of the building. **Table 6** shows multi modal trip generation for the CoU.

**Table 6: Multi Modal Trip Generation (proposed CoU)**

Mode	Mode Share (%)	In (AM)	Out (AM)	In (PM)	Out (PM)
<b>Underground</b>	50%	81	8	8	53
<b>Bus</b>	14%	23	2	2	15
<b>Walk</b>	16%	26	2	3	17
<b>Car</b>	3%	5	0	0	3
<b>Train</b>	7%	11	1	1	7
<b>Cycle</b>	4%	6	1	1	4
<b>Motorcycle</b>	1%	2	0	0	1
<b>Taxi</b>	2%	3	0	0	2
<b>Other</b>	3%	5	0	0	3
<b>Total</b>	<b>100%</b>	<b>162</b>	<b>15</b>	<b>16</b>	<b>106</b>

*Note: numbers subject to rounding.*

Table 7 shows the difference in the trip generation between the consented scheme and the proposed CoU.

**Table 7: Multi Modal Trip Generation Comparison (Consented - Proposed CoU)**

Mode	In (AM)	Out (AM)	In (PM)	Out (PM)
<b>Underground</b>	+35	-49	-48	-4
<b>Bus</b>	+7	-14	-14	-1
<b>Walk</b>	+8	-16	-15	-1
<b>Car</b>	+2	-3	-3	0
<b>Train</b>	+3	-8	-7	-2
<b>Cycle</b>	+1	-4	-4	-1
<b>Motorcycle</b>	+1	-1	-1	0
<b>Taxi</b>	+1	-2	-2	0
<b>Other</b>	+2	-3	-3	0
<b>Total</b>	<b>+50</b>	<b>-100</b>	<b>-97</b>	<b>-9</b>

*Note: numbers subject to rounding.*

The results indicated that inbound trips during the AM peak will be higher for the proposed CoU than the consented scheme across all modes. However, outbound AM peak trips and two-way PM peak trips will be lower than the consented scheme.

### 3.3 Summary

This analysis has provided an overview of person trip generation associated with the consented use and proposed CoU. The trip generation analysis suggests a that there is a decrease in the overall peak hour trip generation between the consented scheme and the proposed CoU. This is primarily because the building currently operates primarily as an office building rather than a market/retail use.



## 4. Cycle parking

### 4.1 The consented scheme

In the absence of the 1999 Transport report that may have accompanied the original application it is assumed that parking for 56 cycles referenced in the Officer's report for application 2006/3182/P was agreed through negotiation with the Council.

### 4.2 The proposed CoU provision

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 Atrium building is constructed and operational there is limited scope to incorporate additional cycling beyond the 56 spaces required as part of the original planning consent.

It is therefore proposed that 59 long stay cycle parking spaces are provided in a new store as part of the a reconfigured new retail space, currently occupied by Sports Direct.

It is proposed 40 spaces will be provided as double stackers, 15 spaces will be provided as lockers for folding cycles and space will also be provided to accommodate two accessible spaces. Four Sheffield stands will be provided to the rear of the building for visitors.

The cycle parking provisions are shown in Figure 5.

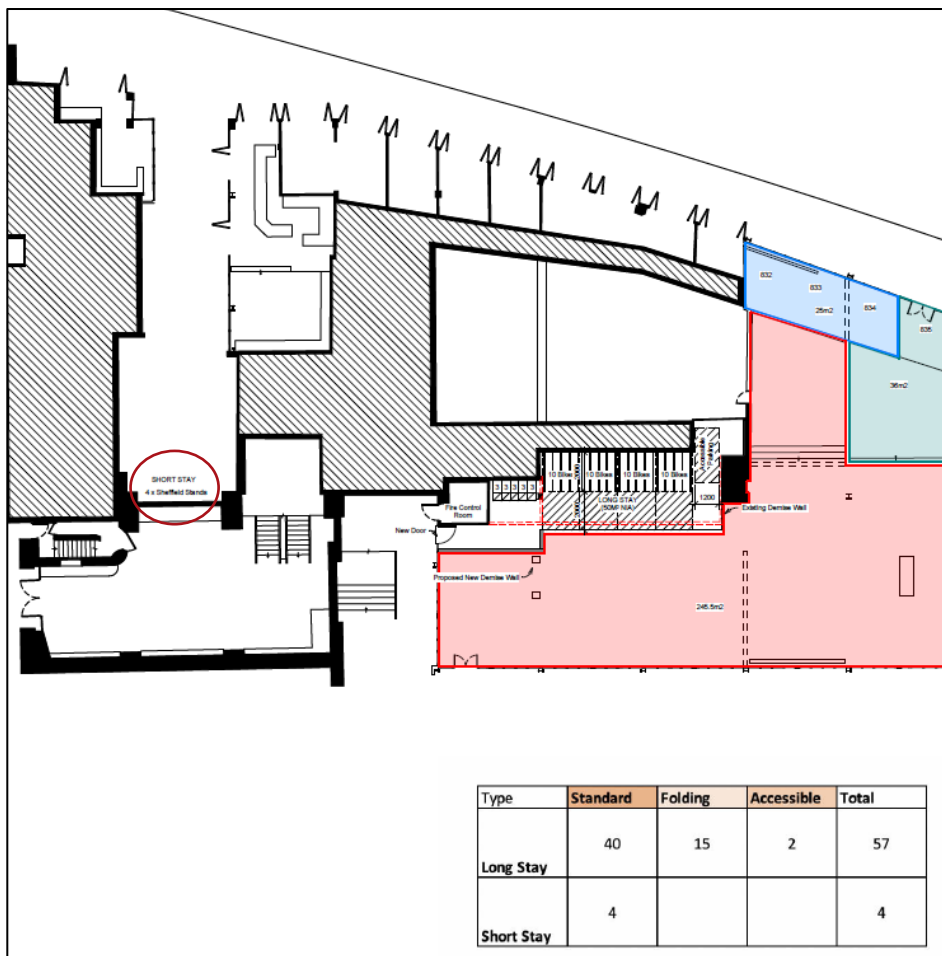


Figure 5: Proposed cycle parking provision

## 5. Servicing and Deliveries

### 5.1 Servicing strategy

Deliveries to the Atrium are currently undertaken from a layby on Chalk Farm Road outside the Stables Market and deliveries are trolleyed across to the Atrium. It is proposed that this operation will continue.

**Figure 6: Loading bay on Chalk Farm Road**



#### 5.1.1 Daily deliveries

The anticipated daily deliveries associated with the consented scheme and those for the actual scheme can be shown to be comparable.

Arup have used survey data to derive trip rates that can be used for the consented and as-built Atrium. The following assumptions have been made:

- GEA figures have been converted to GIA on the assumption that GIA is 96% of GEA.
- The as-built first floor is assumed to be office use

**Table 8 Camden Lock Market estimated servicing trips**

Land Use	Consented GIA	As built GIA	Trip Rate per 100 m <sup>2</sup> GIA	Consented deliveries	As-built deliveries
Market		2,420	0.77	18	
Office	2,206	5,850	0.20	12	5
Retail (A1)	2,968		0.53		16
Retail (A3)	495		1.8		9
Leisure/cultural/nursery	1,951		0.1		2
Total	7,620	7,939	-	30	32

The estimated daily delivery and servicing trips to the site 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 100m<sup>2</sup> per day, have been derived from survey data from the Canal Market and other office, retail, residential and other facilities around London, as well as relevant design guidelines and local authority regulations. The surveys recorded vehicle arrival and departure times, vehicle type and size of goods vehicle use to make the delivery.

The market trip rate of 0.77 vehicles per 100m<sup>2</sup> per day has been applied to calculate servicing trips to the market and is above the London and our survey average. This should provide a level of resilience in forecasting future delivery vehicle numbers and loading bay requirements. The anticipated number of delivery and servicing trips for the site is shown in

## 5.2 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.

Arup have also consulted with the current waste operator, iRecycle, to obtain information on existing waste generation, storage, and collection procedures.

**Figure 7: Two day waste generation**

Two Day Waste Generation			
Waste stream	Office	Market	Two Day Waste (m <sup>3</sup> )
Residual	1.22	7.61	8.83
Paper	3.95	0.79	4.75
Cardboard	0.43	1.90	2.33
Plastic	0.37	0.87	1.23
Aluminium	0.12	0.48	0.61
Glass	0.00	0.81	0.81
Food Waste	0.00	2.57	2.57
<b>Total</b>	<b>6.08</b>	<b>15.04</b>	<b>21.12</b>

**Figure 8: Two-day waste storage**

Two Day Waste Storage					
Waste	Waste Volume (m <sup>3</sup> )	1100 litre bins	360 litre bins	240 litre bins	Storage Area (m <sup>2</sup> )
Refuse + DMR	15.41	15	-	-	75
Card	2.33	3	-	-	
Food	2.57	-	3	-	
Glass	0.81	-	-	11	
<b>Total</b>	<b>21.12</b>	<b>18</b>	<b>3</b>	<b>11</b>	<b>75</b>

Waste is stored in each demise and taken by tenants/occupiers to the main waste store adjacent to Dead Dog's Basin. Here it is processed by iRecycle, Camden Markets waste management provider, and removed from site by barge or road.

## 6. Summary and conclusion

This section summarises the transport facilities being provided as part of the Atrium Building development proposals and the transport impact of the development.

### 6.1 Trip Generation

Trip generation outlined in **Section 3** indicates that there is a decrease in trip generation when comparing the consented scheme with the proposed CoU and the consented Atrium building uses.

Most trips to and from the development are undertaken using existing public transport and active travel facilities throughout the surrounding area.

### 6.2 Cycle Parking

It is proposed that 59 long stay and 8 short stay cycle parking spaces will be provided in line with the requirements set out in 2006/3182/P the officers report.

### 6.3 Servicing and deliveries

Servicing and deliveries are undertaken from an existing loading bay on Chalk Farm Road. Waste storage is transferred to Dead Dog Basin where waste is managed offsite by iRecycle.

### 6.4 Conclusion

This report summarises the transport impact of the proposed CoU of the Atrium Building that forms part of Camden Market. This includes an analysis of the additional trip generation, proposed cycle parking provision and the servicing, delivery and waste strategy.

The building is located within an area of high public transport and active travel connectivity. As such, the analysis and proposed cycle parking provisions has demonstrated that the use of the Atrium building as an office led (E use class) development does not have a material impact on transport networks.