Technical Note

Objection for Application No. 2020/4338/P

81 Belsize Park Gardens, London, NW3 4NJ

Project Number: 20285-01
Doc Number: TN01
Prepared for: Lancaster Stables Group (being residents of Lancaster Stables) and the Belsize Park Gardens (being various residents of Belsize Park Gardens)

27 November 2020

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
A	Draft	ESG	ACM	EG	ACM	26/11/2020
B	Final Draft	ESG	ACM	ESG	ACM	27/11/2020

1. Preamble

1.1 Markides Associates (MA) has been commissioned on the behalf of the Lancaster Stables Group (being residents of Lancaster Stables) and the Belsize Park Gardens (being various residents of Belsize Park Gardens) to review Application No. 2020/4336/P and No. 2020/4338/P. The application site is located at 81 Belsize Park Gardens, London NW3 4NJ.

1.2 Application No 2020/4336/P is for permission to make alterations to front and side (south east) elevations incorporating new windows and entrance portico; replacement rooflights and installation of plant; removal of roof to form enclosed garden including acoustic barrier; and replacement store at front of site. The application also involves the removal of the roof over a swimming pool and installation windows to carry out building works. Finally, Application 2020/4338 is for a Lawful Development Certificate (LDC) for a proposed use of development as a nursery.

Proposed Development

1.3 No Transport Assessment has been filed in support of Application no 2020/4336 or 202/4338. A Cass Allen Consulting Noise Assessment has been filed in support of Application 2020/4336/P. This Assessment is version 2 dated 25 September 2020 of a report which was originally filed in support of Application 2020/0929/P which sought permission to change use to a nursery. The Cass Allen Consulting Noise Assessment version 2 dated 25 September 2020 states on its cover that it is for a Proposed Day Nursery at 81 Belsize Park Gardens. Paragraphs 1.1 to 1.3 of the Cass Allen Consulting Noise Assessment report explain as follows:

- 1.1 Cass Allen has been instructed by U+I Investments UK Ltd to assess the noise impact of the conversion of an existing building into a new Day Nursery at 81 Belsize Park Gardens in London.
- 1.2 The assessment has been carried out in accordance with relevant local and national planning guidance.
- 1.3 The aim of the assessment was to calculate the likely noise impact of the proposed development on surrounding sensitive receptors, and where necessary, advise on noise mitigation measures to achieve an acceptable noise impact.

1.4 Paragraphs 2.3 and 2.4 of the body of the report comment as follows:

- 2.3 The proposal is to repurpose the existing building as a day nursery with 120 places for children from the ages 0-5 years old. The nursery would operate from 0700-1900hrs Monday to Friday (except for bank holidays etc). Access to the nursery will be provided via the existing building entrance on Belsize Park Gardens.
- 2.4 As part of the proposals the existing swimming pool in the building will be converted to a 'secret garden'. The roof of the swimming pool will be removed to form a semi-enclosed outdoor space for the children to play in.

1.5 These parts of the Cass Allen Consulting Noise Assessment demonstrate that the proposed purpose of the building works including the removal of the roof over the swimming pool is to use the converted building as a day nursery or nursery school with places for 120 children from the ages 0-5 years old. Earlier versions 0 and 1 of the Cass Allen Consulting Noise Assessment were prepared for and fled for Application 2020/0929/P which sought similar permission to change use to a proposed day nursery.

1.6 When that application was made it was accompanied by a Transport Assessment prepared by iTransport Planning dated 25 April 2020, a copy of which is appended to this note ("the iPlanning Transport Report" or "the TA") ad Appendix A. Given that it was recognised a Transport Assessment was required and provided for Application 2020/0929/P, we would have expected a Transport Assessment to have been filed in support of Application 2020/4336/P as well. It is not clear why one was not provided for Application 2020/4336/P. It is not explained in the application why a similar assessment has not been provided for Application 2020/4336/P.

1.7 In our view the information and data provided in the iTransport Planning report filed with Application 2020/0929/P in respect of 81 Belsize Park Gardens in May 2020 is relevant in part to Application 2020/4336/P and we have therefore referred to and commented on it in this Technical Note.

2. The Existing Site

2.1 The site is located on 81 Belsize Park Gardens, a 20mph single two-way carriageway road, which connects with Belsize Park/Belsize Avenue to the northwest and Primrose Hill Road to the south.

2.2 The section of Belsize Park Gardens, between Eton Avenue and Lambolle Place, has on-street parking bays along both sides of the kerbline apart from where dropped kerbs are present. Belsize Park Garden is within Camden's Controlled Parking Zone (CPZ) CA-B Belsize with the following controlled hours:

- Monday to Friday: 09:00-18:30;
- Saturday: 09:30-13:30; and
- Sunday: No controlled hours.

2.3 The on-street parking bays outside the development site have the following parking restrictions:

- Pay by phone with 4 hours maximum stay (Monday to Friday: 09:00-18:30 and Saturday: 09:30-13:30).

3. Traffic Generation

Existing Traffic Generation

3.1 The application in 2020/4338/P states that any existing use as a leisure facility ceased in February 2017: "Existing Use - Leisure Facility - use ceased February 2017". In the Conservation Statement supporting both applications it is acknowledged that in 2017 what is described as a former leisure centre/gym closed. The owners went into liquidation. On page 20 of the Conservation Statement it is stated that "The building has been vacant since 2017 with little maintenance therefore the physical condition will continue to deteriorate". The Site is therefore not actually being used or occupied as a gym or leisure centre.

3.2 In a Belsize Park Gardens Marketing letter filed with application 2020/0929 (which has since been withdrawn) the applicant stated: "The property in its current format is no longer fit for purpose as a gym or health and leisure club. Modern operators' requirements have moved on to large open plan spaces, with adequate floor to ceiling heights…The unit will remain empty until such time the use attached to it can be relaxed or changed in order that we are able to progress a letting to an operator to which the property is more suited.

3.3 For reference, the marketing letter mentioned is appended to the end of this report as Appendix B.

Proposed Traffic Generation

3.4 In the iTransport Planning Report, the consultants used surveys of nurseries in the TRICS® database to estimate the potential traffic generation associated with the proposed use. However, the TRICS® output has not been included within the TA, therefore, we are unable to comment on the suitability of the sites selected and whether these sites provide a representative forecast of the potential traffic generation associated with the proposed use.

3.5 Assuming the TRICS® interrogation undertaken by the applicant is fit for purpose, the proposed E(f) use for 120 children would be expected to generate 262 daily vehicle movements (two-way) on a weekday, of which there would be 57 movements (two-way) during the AM peak hour (08.00 – 09:00) and 24 movements (two-way) during the PM peak hour (17.00 – 18:00).

3.6 The TA also states that its analysed data for a travel survey carried out at Dulwich Village Pre-School. Based on the data taken from Dulwich Village Pre-School, if applied to the Belsize Park Gardens development then there would be 55 two-way movements in the AM peak and 40 two-way movements in the PM peak. This is overall a larger number of total movements to those generated from the TRICS data. However, the applicant stated that the proposed site is in a much more accessible and closer to residential catchment areas although no proof of this has been provided.

Net Change

3.7 In our view the existing site should be considered in its current state. As previously explained the site has been empty for 3-4 years and does not generate any vehicular trips. Therefore, it could be suggested that the proposed site would in fact generate an additional 57 car trips in the AM peak, 24 in the PM peak and 262 two-way vehicle trips across a whole day. This indicates a significant impact on the existing highway network and the parking conditions. Should the data from the Dulwich Village Pre-School Survey be taken into consideration then the net impact change will be significantly higher in turn having a larger impact on the surrounding highway network. On this basis, the applicant should assess the traffic impact of the proposals on the surrounding highway network -and in particular on its junction with Primrose Hill Road.

3.8 The applicant should additionally provide evidence to demonstrate that there is a sufficient level of on-street car parking to meet the “drop-off” demand generated by the site to ensure that there will be no detriment to highway safety and convenience. A parking stress survey in the local area, using the Lambeth Parking Survey Methodology, should be undertaken to establish the existing percentage of parking stress. The results of the parking survey should then be used to determine if there is spare capacity in terms of on-street parking available to accommodate the potential “drop-off” demand.

4. Sustainability

4.1 The TA highlights the close proximity of public transport hubs to the proposed nursery in the form of railway stations/underground stations and local bus stops. The applicant also uses 2011 Method of Travel to Work census data to estimate the multi-modal split of trips to and from the site. However, the relevance of this data is questionable as it suggests that all of the journeys made to the site will be made on the way to or from a place of work, whereas it is unlikely that a large proportion of parents with young children will travel on public transport, i.e. on the underground, especially during rush hour.

4.2 The census data extracted takes into consideration 4 mid layer super output areas for Camden, which are 006, 008, 011 and 014. Therefore, the TA states that according to the

census data 11.7% of people travel to work via the private car and therefore "*11.7% of the 120 children may be dropped-off or picked-up by car by which is 14 movements*".

4.3 Moreover, upon research, the document 'Understanding the travel needs of London's diverse communities' published in April 2012 provides specific data about main modes of travel to school of children aged 0-10 and 11-15. For the purposes of this report, the data for 0-10-year olds has been extracted to better estimate the modal split of the site. Whilst the ages in the table entitled 'travel to school' range from 0 - 10 years, it is considered that journeys to nursery are included in this sample. This data has been set out in Table 4.1.

Table 4.1 Main Mode of Travel to School 2010/11

Mode of Transport	0-10 years
Bicycle	2%
Bus	15%
Car	29%
National Rail	1%
Underground	1%
Walking	53%

Source: http://content.tfl.gov.uk/younger-people.pdf

4.4 Not only does the data in Table 4.1 support the idea that there are likely to be more car borne trips to and from the site than what is estimated in the TA produced by the applicant, but it also highlights that the reliance on public transport is limited. In total, the table above shows that only 17% of children will travel to nursery via public modes of transport. This can be further supported by information which has been sourced directly from LBC; this is outlined below.

4.5 LBC has been contacted to understand if they had any data from accredited STARS Nurseries and LBC confirmed that they have had 1 participant which was the Thomas Coram Centre. STARS is TfL's accreditation for London schools and nurseries to advocate sustainable travel and they therefore collect data which demonstrates pupils' modes of transport to school/nursery. In this instance, the data provided by LBC demonstrated that only 11% of children travelled to nursery via public transport.

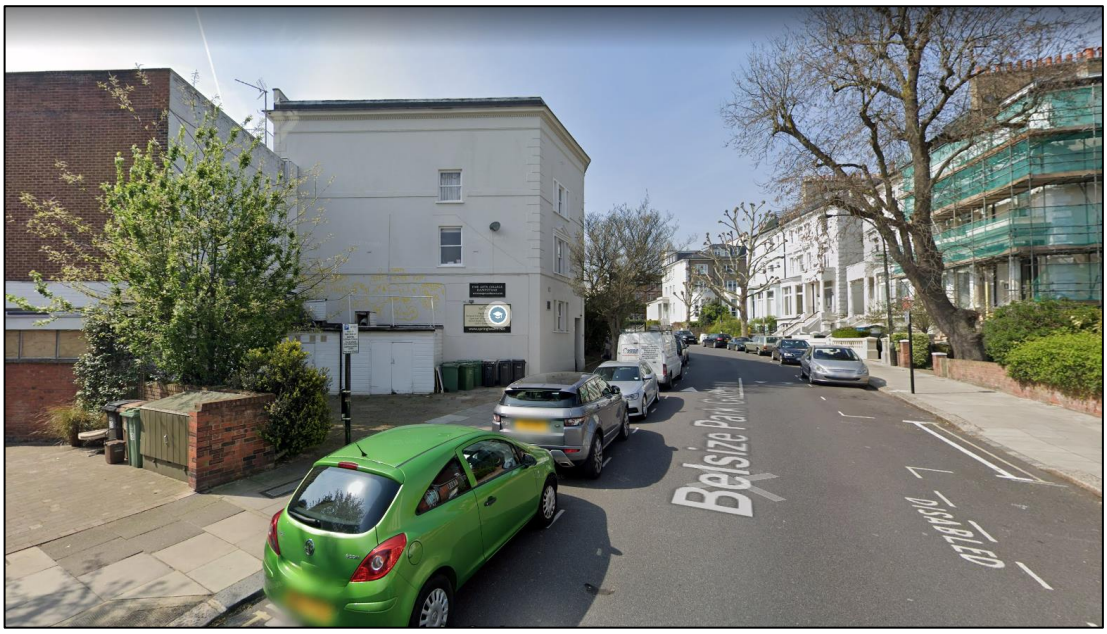
4.6 Therefore (and contrary to the emphasis placed in the TA about the site's proximity to public transport facilities), it can be concluded that only a very low proportion of trips to and from the site will be undertaken by public modes of transport, i.e. via train, underground or by bus.

5. Pedestrian Safety

5.1 The site is located in a residential area with parking bays on either side of the road which consequently results in a high volume of parked cars; these can be seen in Photo 5.1. The Department for Transport (DfT) published a paper on child casualties in June 2015 which said

that "25% of pedestrian casualties between the ages of 0-15 are attributed to pedestrians crossing roads by stationary or parked vehicles." This highlights the increased risk to child safety as a result of this proposal, in this particular location.

Photo 5.1 Belsize Park Gardens



6. Parking Pressure

6.1 The site is proposed to be 'car free' with no dedicated parking provided, as the TA focuses on the use of sustainable transport which, as highlighted in this report, is not practical for parents with young children.

6.2 This means that all parents who pickup/drop off their children will have to stop on-street, in residential controlled parking bays or in pay and display parking bays. This will cause parking issues for residents particularly due to the constant potential drop-off's/pick-ups of parents throughout the day.

6.3 It is envisaged that during the AM peak, parents will arrive 15 minutes prior to the opening time of the nursery, at around 6:45, in order to drop their children off at nursery. If this is the case then there would be 57 vehicles arriving at the site, at around 4 vehicles per minute. This will cause conflict as residents will still be parked in the parking bays from the night before and therefore there will not be enough parking spaces to accommodate the volume of vehicles going to and from the site. The inevitable result will be parents dropping off their children in the middle of the road which, in addition to this being unsafe, will cause both traffic chaos and disturbance.

6.4 Further to this, as previously stated the applicant has not demonstrated, by carrying out a parking beat survey, that the immediate highway network and surrounding streets have the capacity to cope with this volume of parking demand. It is also noted that the applicant has not carried out any junction capacity analysis to further demonstrate that the highway

network has a capacity to cope with the added volume of vehicles to junctions within proximity of the site. Finally, there has not been a Travel Plan submitted for the development even though it was indicated in their first assessment that one was in preparation, therefore the applicant fails to show how sustainable travel will be implemented.

7. Deliveries and Servicing

7.1 The proposed delivery and servicing plans make use of the existing strategy. However, the existing strategy is not explained, and it is not discussed whether or not the delivery and servicing times would clash with the drop off/pick up times of children to the nursery. There is similarly no discussion about the number of deliveries which the nursery would be generating.

7.2 It is assumed from the desktop study, that due to there not being any off-street vehicular access to the site, the delivery and servicing will take place on-street. As a result of the limited number of parking bays outside the site that are not dedicated to residents, it is likely that the delivery and servicing will conflict with the vehicular movements of the parents dropping off their children. The scheduled times (and quantum) of deliveries have not been provided by the applicant nor have the potential impacts been considered.

8. Previously Refused Planning Application

8.1 The concerns raised about the proposed development within this report have been the reason as to why another proposed Nursery was refused planning permission in a different part of London. That particular case was in the London borough of Hillingdon (LBH) under reference number 33030/APP/2019/2247. The address of the development was 21 Maxwell Road, Northwood. In summary, the development for that application consisted of change of use from A1 retail to D1 Pre-school Nursery and was refused on 20th November 2019. It is also worth noting that the local highway network around that site was also consisting of both residential units with some retail and on-street parking on both sides of the highway, similar to that of Belsize Park Gardens.

8.2 Reasons for refusal in that case included '*an increase in parking stress on the local highway network and surrounding area which is already subject to considerable pressure and would create an environment that would present considerable hazard to pedestrians and will be disruptive to residents of neighbouring developments*'. All of the points highlighted by the council are concerns raised within this report regarding the development in question.

8.3 Another reason for refusal was due to a '*potential rise in traffic, and parking in and around the site, would be detriment to the public and highway safety'*. Again, it has been demonstrated that the development on Belsize Park Gardens would cause a rise in vehicular traffic due to trips to the site being predominantly by car.

8.4 In summary, the points of refusal in planning application 33030/APP/2019/2247 reinforce the reasons as to why the development along Belsize Park Gardens should similarly be refused.

8.5 MA previously produced a report in relation to application 2020/0929/P in response to the transport assessment filed there and subsequently the application was withdrawn without any explanation. The report produced again addressed points to support the above as to why the development could be refused on highways grounds.

9. Further Analysis and Research

9.1 This Note has been prepared during lockdown caused by COVID-19. As a result, it has not been possible to carry out the full range of analysis and research which could be carried out under normal conditions. In addition, it has only recently become apparent that no further transport assessment was going to be filed by the applicant, thus limiting the time available in which to prepare this note. Further research and analysis into the traffic and parking impact of the proposed nursery is intended to be undertaken once COVID-19 restrictions are lifted, following which a further technical note may be prepared to supplement this one.

10. Summary and Conclusion

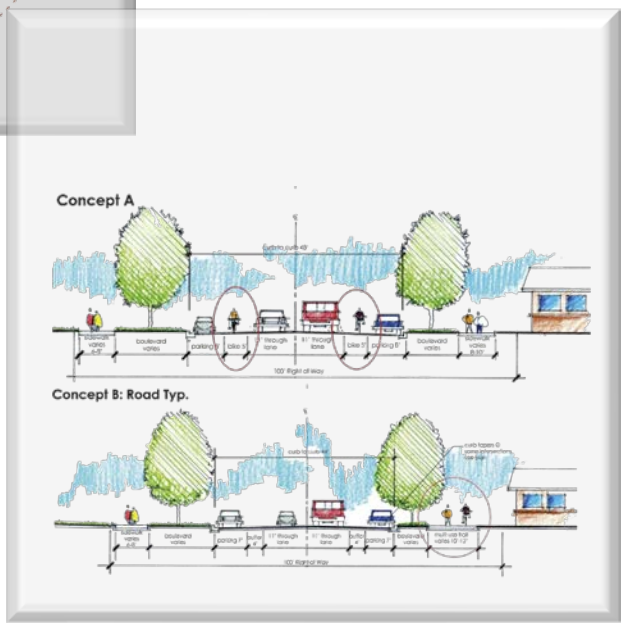
In summary, the TA has concluded at Paragraph 5.1 that "It is therefore considered that the development proposals would have no impact in respect of highways and transport." The TA has provided no evidence to justify this statement. Further information should be provided to consider the impact of the development traffic on adjoining junctions as well as on the car parking regime within the vicinity of the application site.

10.1 Without such data available, the application should be refused for the following reasons:

- The applicant has not provided evidence to justify that there is sufficient on-street parking capacity to accommodate the likely level of "drop-off" trips associated with the development proposal. The development if permitted may therefore lead to additional on-street parking pressures to the detriment of public and highway safety;
- It has not been demonstrated by the applicant that the resultant traffic impact can be safely accommodated on the surrounding highway network nor has any information been provided about the impact of deliveries and servicing of the development,
- The nature of the proposed use will result in predominantly car-based movement with no evidence being provided that it is possible to shift modal share to more sustainable forms of transport.

APPENDIX A – ITRANSPORT PLANNING ASSESSMENT

Member of iPRT Group of Companies



itransport assessment

Proposed Change of Use from

Private Members Leisure Club to Children's Nursery

81 Belsize Park Gardens

London NW3 4NJ

Creative Minds, *Intelligent Thinking*

DOCUMENT QUALITY CONTROL	DOCUMENT REF: 875-TA		
	Revision	1	Digitally signed
	Originated	SW	
	Reviewed	RAH	
	Authorised	AW	
	29 April 2020		

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☎ *0845 47 48 851* *itransportplanning@outlook.com* *www.iprtgroup.com*

i. iTransport Planning, a specialist member of iPRT© Group of companies, has been commissioned by the Applicant to provide a Transport Assessment analysis (Analysis) for the proposed Change of Use from 1,456m^2 Leisure Club (including creche) Use Class D2 to children nursery (age range 3 months – 5 years old) Use Class D1 at 81 Belsize Park Gardens, London, NW3 4NJ, google maps link https://bit.ly/2Y5OF7f .

ii. The building is located in PTAL 3 however key and of more relevance is the nursery location relative to its target catchment area, a well-established localised residential community which makes the nursery highly accessible by walking, cycling and public transport.

iii. The development proposals are in line with the relevant national, regional and local transport policies.

iv. There are no known committed developments or highway network changes that may have an impact on the findings of this Analysis.

v. It is anticipated that the development would attract the usual servicing requirements which will continue as per the existing consented arrangements.

vi. The nursery is car-free with 5 cycle parking spaces and buggy storage located at the front of the building.

vii. A Travel Plan has been produced to ensure the impact, if any, on the adjoining roads network is mitigated.

viii. Analysis has demonstrated that:

   a. The highway network is adequate to support the vehicle movements for the proposed development, so as not to be detrimental to highway safety of road users;

   b. No mitigation measures are required; and

   c. The development does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 109 of the Revised NPPF.

ix. It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network and as such, there are no transport/highways reasons for refusal of planning permission.

Chapter 1
- Introduction
- Development Proposals
- Site Location

Chapter 2
- Scoping Study (if undertaken)
- Guidance & Methodology

Chapter 3
- Existing Highway Conditions
- Non-Motorised Accessibility
- Committed Developments & Highway Network Changes
- Personal Injury Incidents (if undertaken)

Chapter 4
- Development Proposals
- Movement & Accessibility Strategy
- Access Arrangements & Visibility Splays
- Parking Provision & Servicing Arrangements
- Trip Generation & Multi-Modal analysis

Chapter 5
- Multi-Modal Development Impact
- Preliminary Mitigation Proposals (if applicable)
- Travel Plan / Welcome Pack recommendations
- Residual Impact

Chapter 6
- Summary & Conclusions

Chapter 1

- Introduction
- Development Proposals
- Site Location

1.1 iTransport Planning, a specialist member of iPRT© Group of companies, a specialist member of iPRT© Group of companies, has been commissioned by the Applicant to provide a Transport Assessment analysis (Analysis) for the proposed Change of Use from 1,456m^2 Leisure Club (including creche) Use Class D2 to children nursery (age range 3 months – 5 years old) Use Class D1 at 81 Belsize Park Gardens, London, NW3 4NJ, google maps link https://bit.ly/2Y5OF7f .

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SITE LOCATION

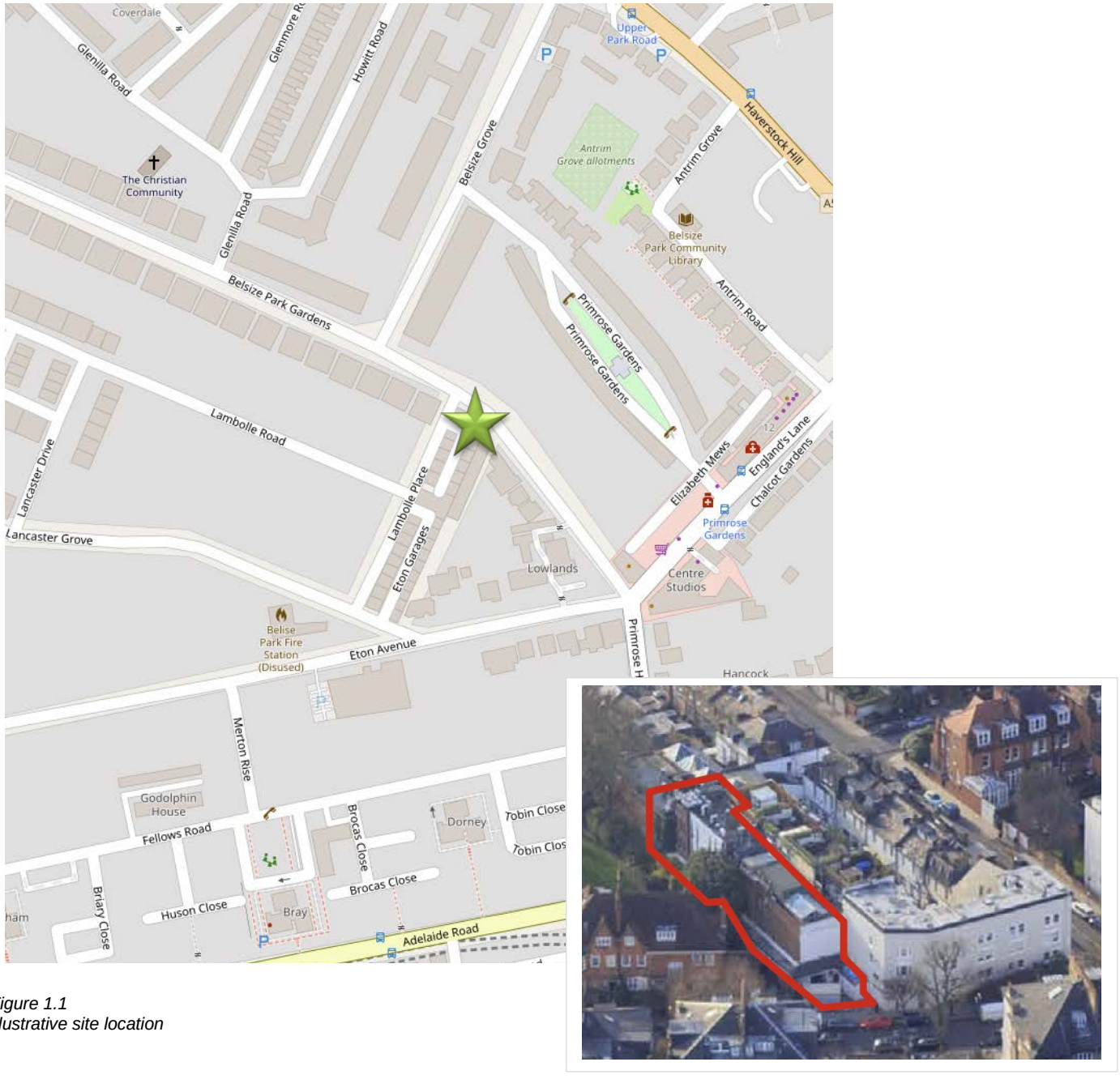


Figure 1.1
Illustrative site location

Chapter 2

- Scoping Study *(if undertaken)*
- References & Guidelines

2.1 In line with the Road Map and Contents (page 4), the Analysis will include:

Chapter 3

- A high-level review of the existing highway conditions.
- Site connectivity and sustainability.
- Consideration of any committed developments and associated highway network changes in the immediate vicinity of the site.

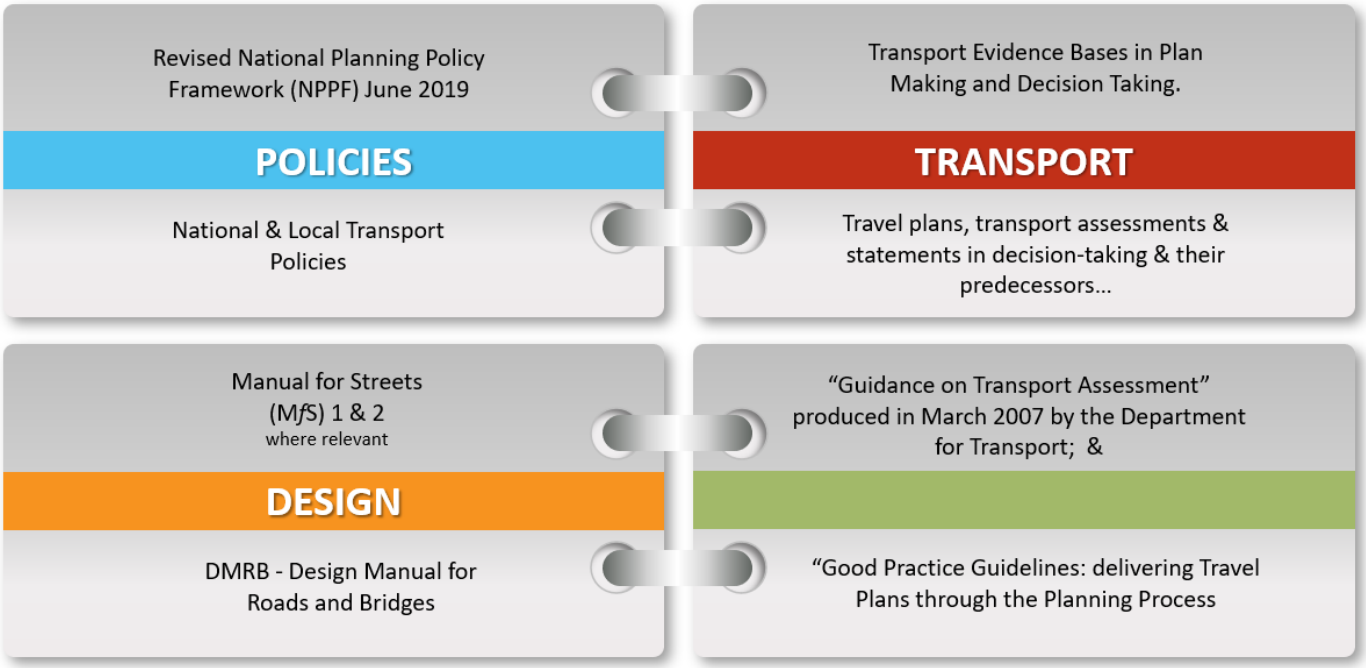
Chapter 4

- Site access proposals, servicing arrangements, parking provision.
- Development proposals, trip generation and residual impact on the adjoining roads network.

REFERENCES & GUIDELINES

2.2 Technical References are annotated as (Ref) the details of which are attached in Volume 3 – Technical References.

2.3 Where relevant, the Analysis will be in line with The Mayor's Transport Strategy, Healthy Streets, ATZ Assessment & Parking Standards and:



Chapter 3

- Existing Highway Conditions
- Non-Motorised Accessibility
- Committed Developments & Highway Network Changes
- Personal Injury Incidents *(if undertaken)*

3.1 Belsize Park is an affluent residential London suburb located within the Borough of Camden, bordered by Hampstead to the north and Primrose Hill to the south. The suburb is located approximately 3 miles (4.8 km) north of Central London and benefits from excellent road and rail communications.

3.2 The district is well served by public transport with Belsize Park (Northern Line), Chalk Farm (Northern Line) and Swiss Cottage (Jubilee Line) tube stations (all Zone 2) providing access into Central London with the fastest journey time of 13 minutes. Furthermore, numerous bus routes are serving major London transport hubs including Euston, Waterloo and Charing Cross every 10 minutes from Belsize Park station.

3.3 Belsize Park sits in between Finchley Road (A41) and Haverstock Hill (A502). Finchley Road is one of the main thoroughfares serving central London and provides direct access to the M1 motorway approximately 4 miles (6.4 km) to the north and Baker Street approximately 2 miles (3.2 km) to the south. Haverstock Hill provides access to Hampstead 0.8 miles (1.3 km) to the north and Camden 1 mile (1.6 km) to the south.

THE PROPERTY

3.4 The property comprises a four-storey (currently) private members gym of 1,456m^2 GFA and occupies a prominent position on the south side of Belsize Park Gardens, an attractive tree-lined street surrounded by highly sought after Georgian and Victorian properties. Adjacent to the property is Hampstead Fine Arts College and Lancaster Stables, an attractive residential Mews.

3.5 Belsize Park Underground Station (Northern Line) is located 600m north of the property within Zone 2 of the London Transport Network. The station is located on Haverstock Hill and is surrounded by several well-established restaurant operators such as Pizza Express, Giraffe and Gourmet Burger Kitchen. Other nearby occupiers include Boots Pharmacy, Costa, Starbucks and an Everyman cinema.

3.6 England's Lane, 100m south of the property, is occupied by several popular independent restaurants, cafés and delicatessens together with a Starbucks and Tesco Express.

DEMOGRAPHICS

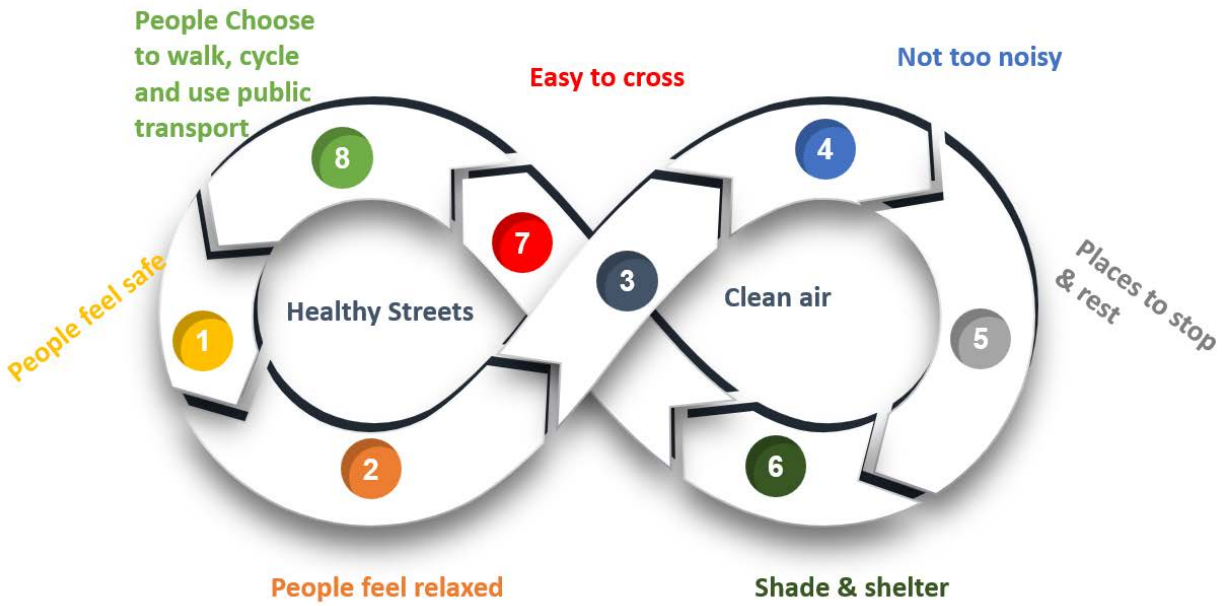
3.7 Belsize Park and adjoining areas such as Hampstead, Primrose Hill, Swiss Cottage and St. John's Wood are densely populated and highly affluent. Within a five minute drive-time of the property the population is estimated to be 81,000 people, rising to 318,000 within a ten minute drive-time.

3.8 The area is one of the most sought after residential districts in north London. Belsize Park has a higher proportion of residents in the age bracket 25-44 (40%) compared to the national average (28.3%). The largest proportions of the population are classified as Liberal Opinions (young, well-educated professionals) and Alpha-Territory (successful and substantially wealthy households).

BELSIZE PARK GARDENS

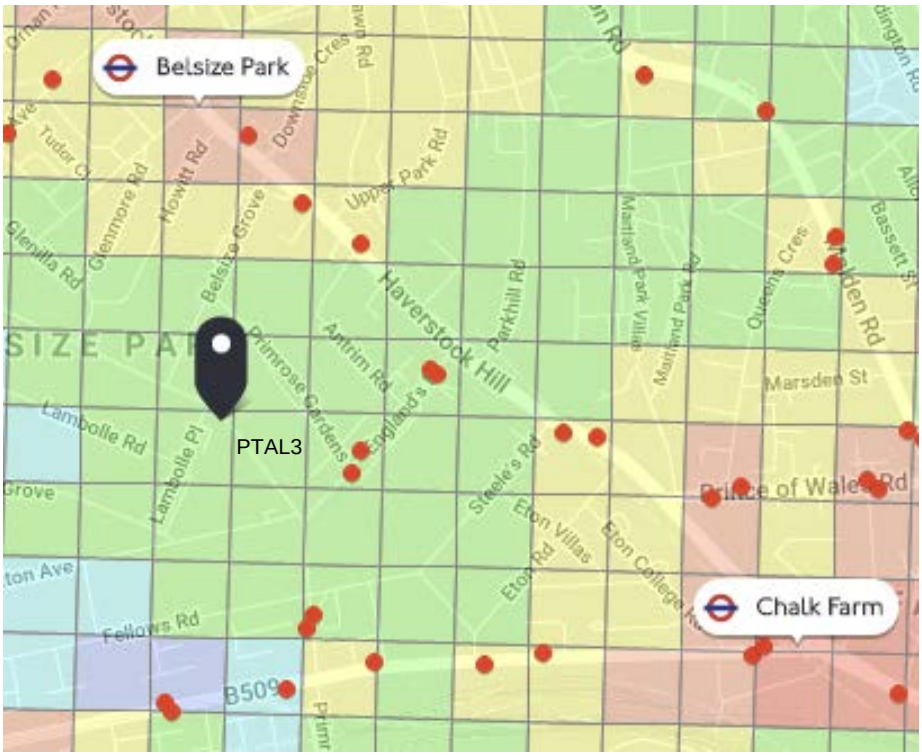
Figure 3.1
Belsize Park Gardens – key features

SUSTAINABLE MODES OF TRAVEL



Bus Services

3.9 The building is physically located in PTAL 3 (Figure 3.2). Bus stops are within 6 minutes walk from the actual building as illustrated below. An illustrative summary of bus services are listed in Figure 3.2 with full-time tables available at https://tfl.gov.uk/travel-information/timetables/



Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)
Bus	BELSIZE PARK GARDENS	268	589.02	5	7.36
Bus	ADELAIDE R PRIMROSE HL R	31	464.01	10	5.8
Bus	HAVERSTOCK H DOWNSIDE CR	168	456.15	9	5.7
Bus	Englands L Belsize Pk Gs	C11	309.04	7.5	3.86
LUL	Belsize Park	'Edgware-Morden'	593.33	9	7.42
LUL	Belsize Park	'Morden-Edgware'	593.33	4.67	7.42
LUL	Belsize Park	'Kennington-Edgware'	593.33	14.67	7.42

Figure 3.2
Site location relative to bus stops and underground

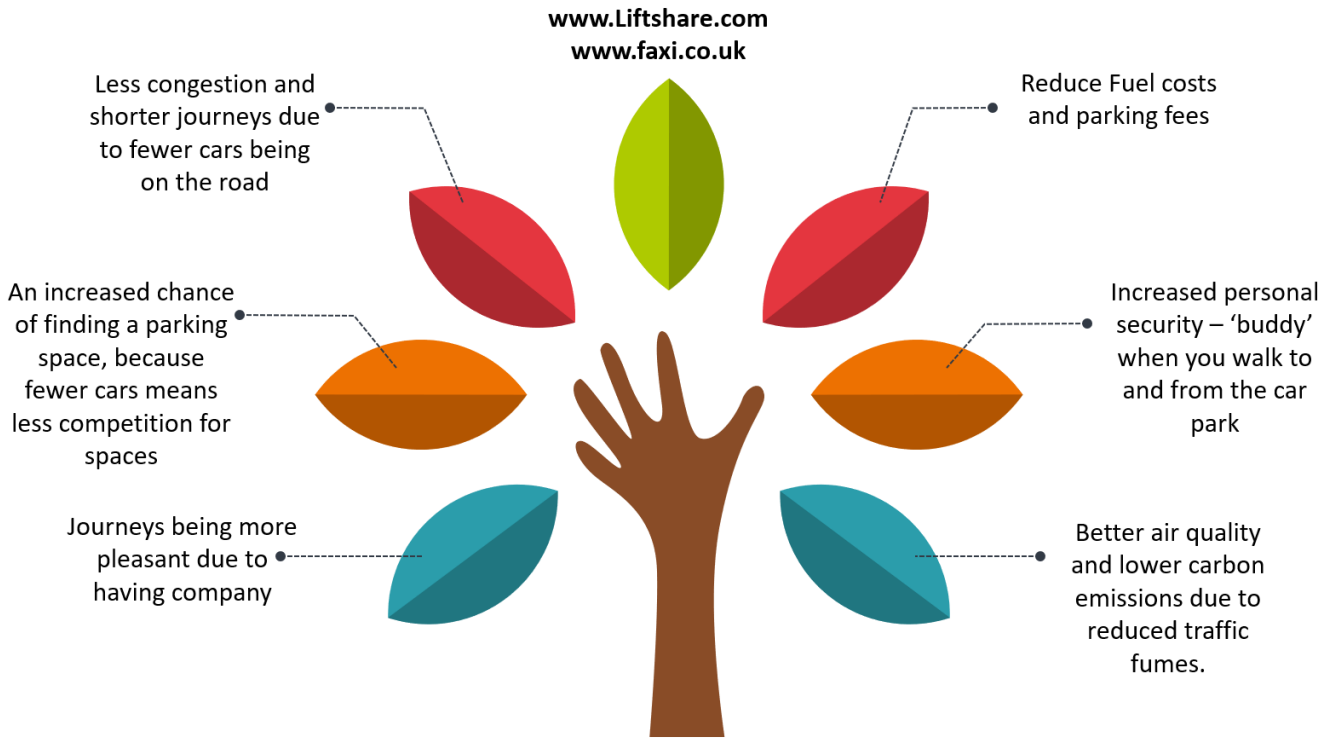
Belsize Park Underground Station

3.10 Belsize Park Underground Station (Northern Line) is located 600m north of the property and is served by c. 5-15 services (vehicles) per hour as demonstrated in Figure 3.2.

3.11 Therefore, given the range of destinations, catchment areas and bus/underground frequency available to public transport users, it is considered that the site is accessible by cycle and offers significant opportunities for access by public transport.

Car Sharing

3.12 Liftshare.com and faxi.co.uk are examples of many car-sharing platforms operating throughout the UK. The programmes allow staff & residents to sign up and view any car-sharing opportunities in their area. This will allow some staff/commuters travelling by car to potentially car share with others.



Non-Motorised Accessibility

Walking (Ref. A4)

3.13 As illustrated in Figures 3.1 footways are generally continuous along the adjoining roads network with numerous crossings and dropped kerbs where required. In Addition, Figure 3.3 below demonstrates the substantial residential catchment area within a mere 15mins walking time from the site (1200m).

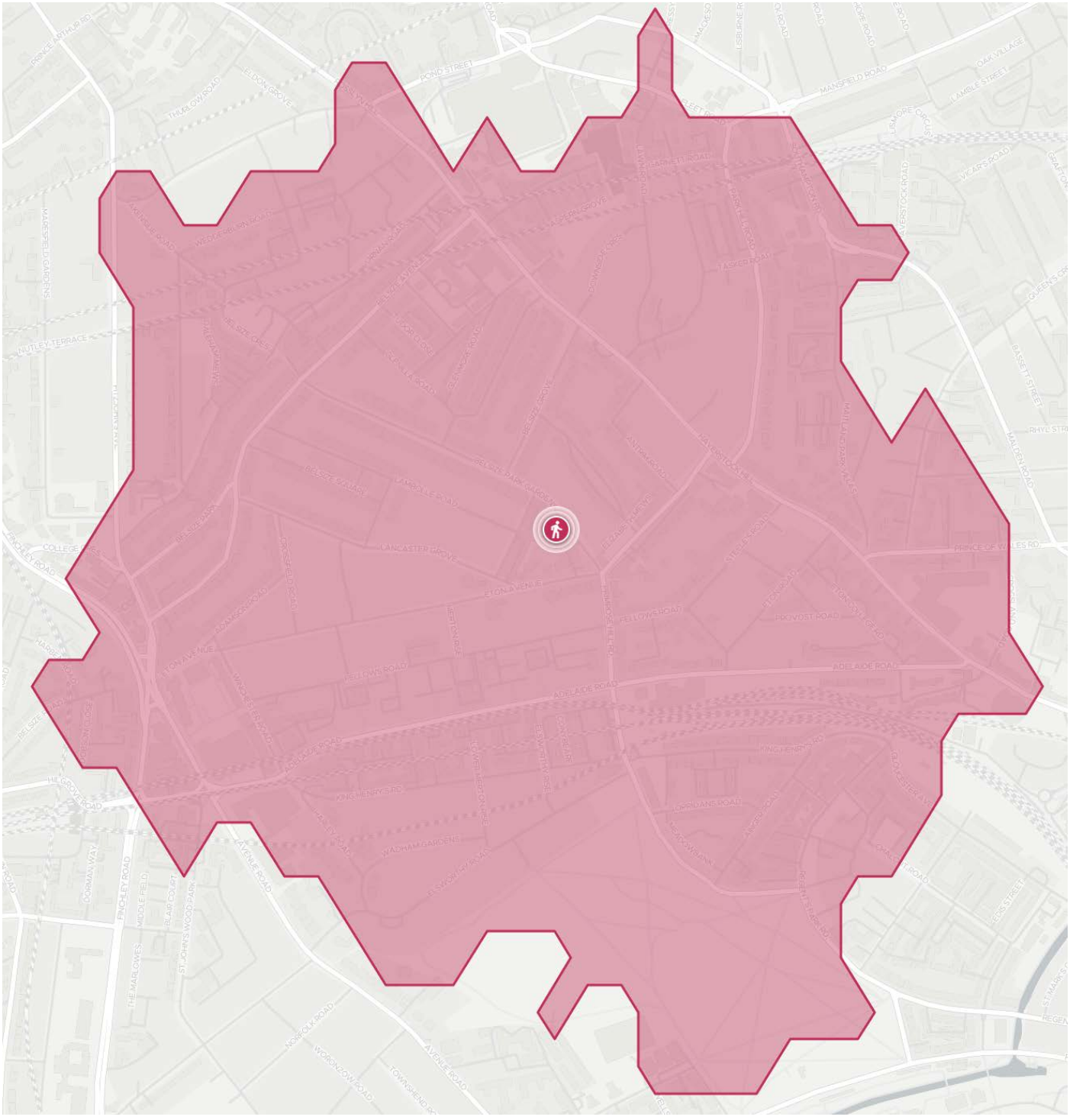


Figure 3.3
15 mins walk isochrone

Cycling (Ref. A6)

3.14 Although there are no local routes in the immediate vicinity of the site, there is an extensive network of local routes in close proximity to the site as demonstrated in Figure 3.4; Figure 3.5 illustrates the substantial residential catchment area within 30 mins cycling time.

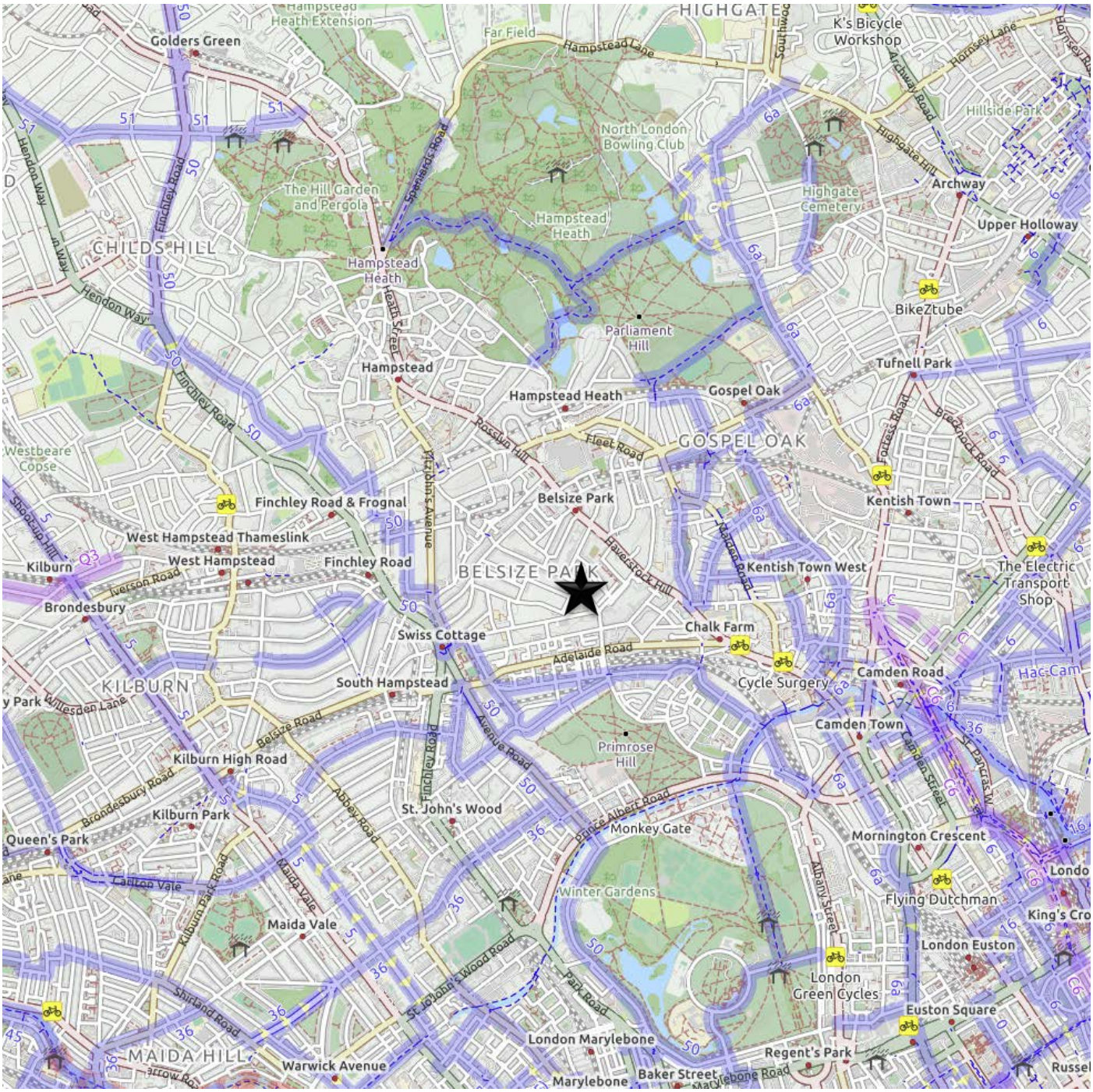


Figure 3.3
Cycle routes in the vicinity of the site

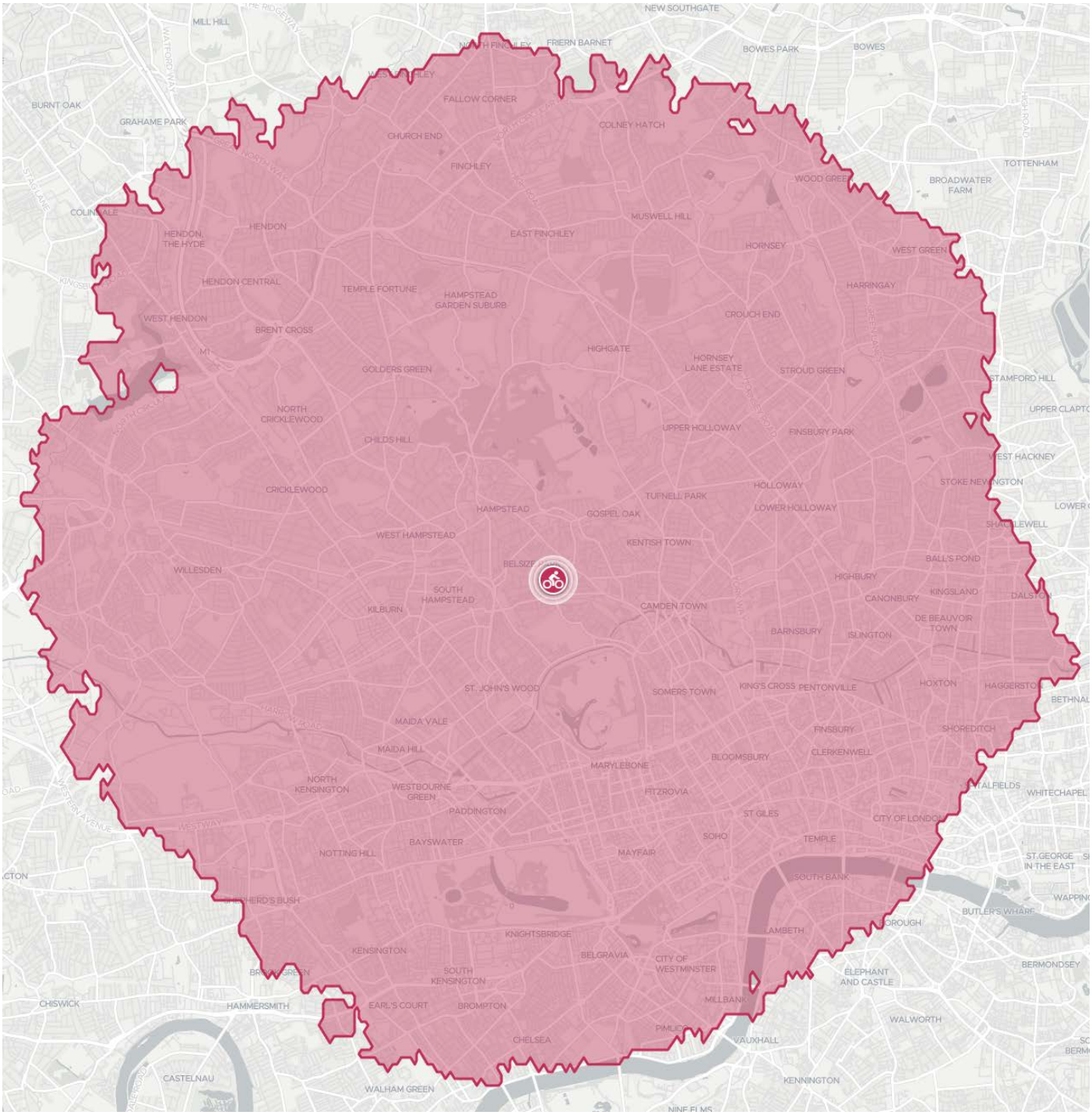


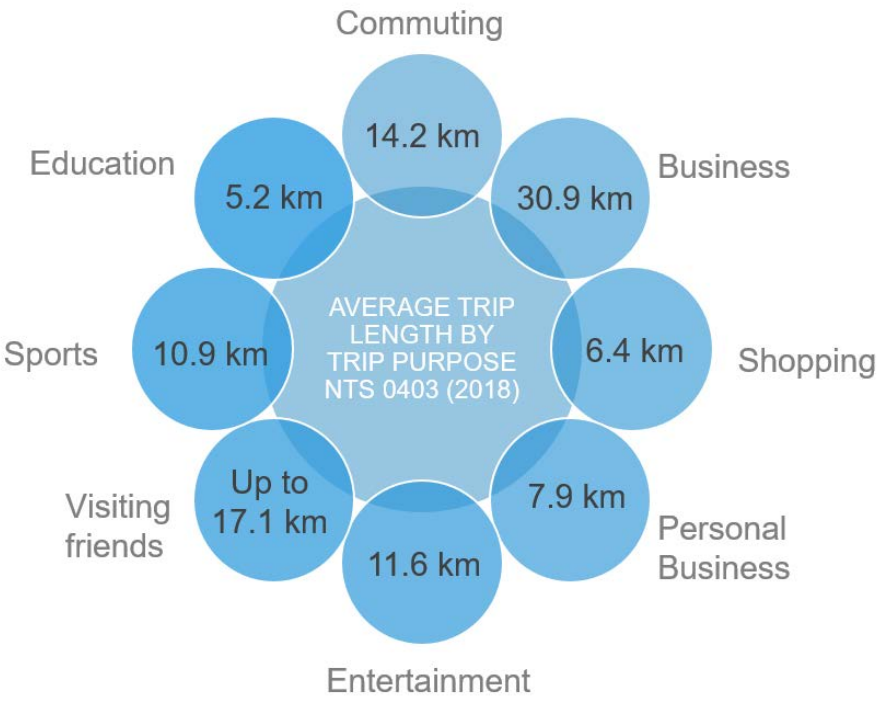
Figure 3.5
30 mins cycle isochrone

3.15 Therefore, in view of the substantial residential catchment area from 15mins walking time to 30 mins cycling distance, it is considered that the site is accessible on foot and by cycle and offers significant opportunities for access by non-motorised modes of travel.

National Travel Survey

3.16 The Revised NPPF (June 2019) continues to introduce the presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.

3.17 The Figure below from the National Travel Survey (Table 0403) outlines the average distances people will travel to undertake activities such as employment, shopping leisure, education and other key activities.



Accessibility Summary & Compliance with Policy

3.18 The previous sections of this report described the surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrated that the development proposal complies with the NPPF and national guidelines and policies detailed in Appendix 1.

3.19 In particular, the development is well served by public transport. The infrastructure surrounding the site provides safe links to other sections of the town centre and the wider area for pedestrians and cyclists.

3.20 Page 72 of the Revised June 2019 NPPF defines Sustainable transport modes as:

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car-sharing and public transport.

3.21 Para 148 of the NPPF states:

The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

3.1 Therefore, in line with the NPPF, it has also been demonstrated that the development proposal is situated in a sustainable location offering local residents access to child care facilities and fully accords with the objectives of the NPPF, which advises that In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

EXISTING USE

3.22 To estimate the vehicular movements associated with the existing use as a private leisure club, TRICS was used and this will be detailed in Chapter 4 however summarised as follows:

Time Period		Arrival		Departure		
		TRICS Rate	Vehicles	TRICS Rate	Vehicles	
0600	0700	1.027	15	0.342	5	20
0700	0800	0.504	7	0.886	13	20
0800	0900	0.463	7	0.483	7	14
0900	1000	0.604	9	0.423	6	15
1000	1100	0.443	6	0.544	8	14
1100	1200	0.383	6	0.423	6	12
1200	1300	0.463	7	0.443	6	13
1300	1400	0.483	7	0.463	7	14
1400	1500	0.624	9	0.584	9	18
1500	1600	0.423	6	0.524	8	14
1600	1700	0.544	8	0.524	8	16
1700	1800	0.926	13	0.322	5	18
1800	1900	1.289	19	1.229	18	37
1900	2000	1.128	16	1.309	19	35
2000	2100	0.785	11	1.208	18	29
2100	2200	0.282	4	0.806	12	16
2200	2300	0.182	3	0.545	8	11
2300	2400	0	0	0	0	0
						315

Figure 3.6
Vehicular trips associated with the existing use

3.23 It is worth highlighting that the leisure centres associated with the above trip rates do NOT contain creche facilities; this is noteworthy as leisure centres with creche facilities may attract a higher number of vehicular movements that those without.

COMMITTED DEVELOPMENTS & HIGHWAY NETWORK CHANGES

3.24 There are no known committed developments or highway network changes that may have an impact on the findings of this Analysis.

Chapter 4

- Development Proposals
- Movement & Accessibility Strategy
- Access Arrangements & Visibility Splays
- Parking Provision & Servicing Arrangements
- Trip Generation & Multi-Modal analysis

DEVELOPMENT PROPOSALS

4.1 The development proposals would comprise the Change of Use from 1,456m^2 Leisure Club (including creche) Use Class D2 to children nursery (age range 3 months – 5 years old) Use Class D1 at 81 Belsize Park Gardens.

OPENING HOURS

4.2 As typical of children nurseries, the opening hours are expected to be 07:00 – 19:00 (Mon-Fri).

NUMBER OF STAFF

4.3 The age range for the nursery will be from 3 months to 5 years. Based on a typical measurement and Ofsted regulation the nursery can accommodate up to 120 pupils at any given time (Figure 4.1)

4.4 The up to 120 children be supported by up 35 members of staff (at any one time) based on the following children and staff ratios:

AGE GROUP	RATIO	STAFF NUMBER	TOTAL ALLOCATED PUPIL NUMBER (FTE)
0-2 Years	1:3	16	40
2-3 Years	1:4	10	40
3-4 Years	1:8	5	40
Caretaker		1	
Overall	Manager/supervisor	3	
Total		35	120

Figure 4.1
Staff ratios & Children numbers

4.5 For safety and security, 2 members of staff would arrive at 7 am to open the nursery and similarly, 2 members of staff close the nursery at 18.30.

4.6 The vast majority of staff are of the teenage group with supervisors and managers of more experienced age.

ARRIVAL PATTERN

4.7 Nurseries do not operate like schools; *arrivals are spread throughout the morning with departures spread throughout the afternoon*. Generally speaking, there are 3 drop-off/pick-up periods:

- 07:30 – 09:30;
- 12:00 – 13:00; and
- 16:00 – 18:00.

4.8 Further, the applicant is an experienced nurseries operator and based on their extensive experience, c. 10% of the children have siblings attending the same nursery, e.g.

- Henley Nursery, 67 children on roll of whom 7 are younger siblings, so a total of 14 children arriving with 7 sets of parents; and
- Faringdon Nursery, 109 children on roll, of whom 13 are younger siblings so a total of 26 children arrive with 13 sets of parents.

4.9 What's unique at this nursery is its location; it is in close proximity to 50 schools and colleges within a 1-mile radius (below) which provides linked trips in whatever form of transport however in particular, on foot and cycle due to its unique localised catchment areas based on its proximity to adjoining residential communities and other nurseries (Figure 4.3).

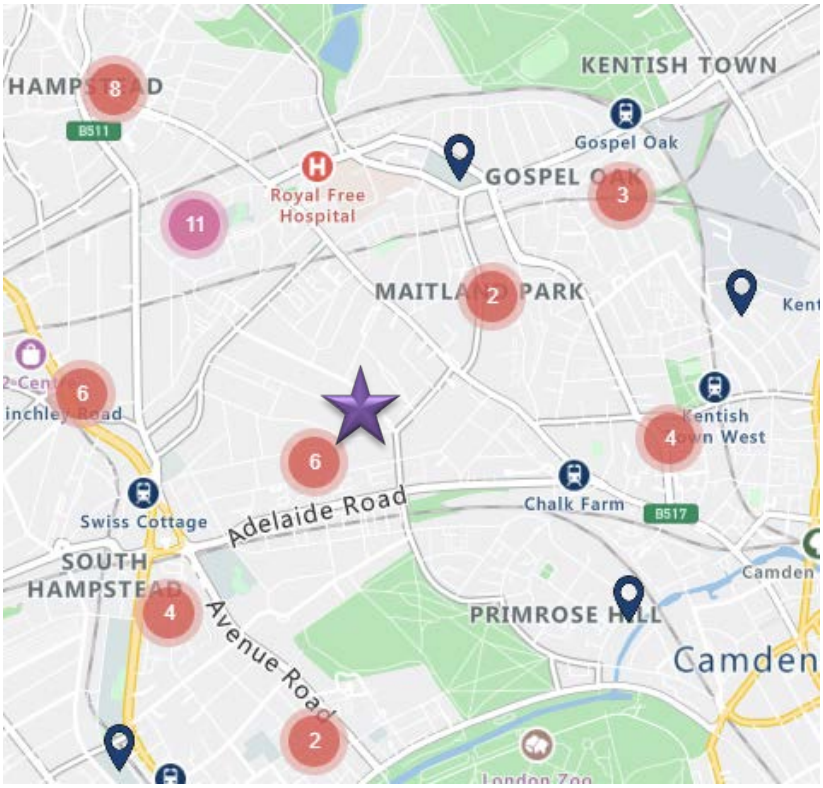


Figure 4.2
50 schools within 1 mile radius

Adjoining Schools

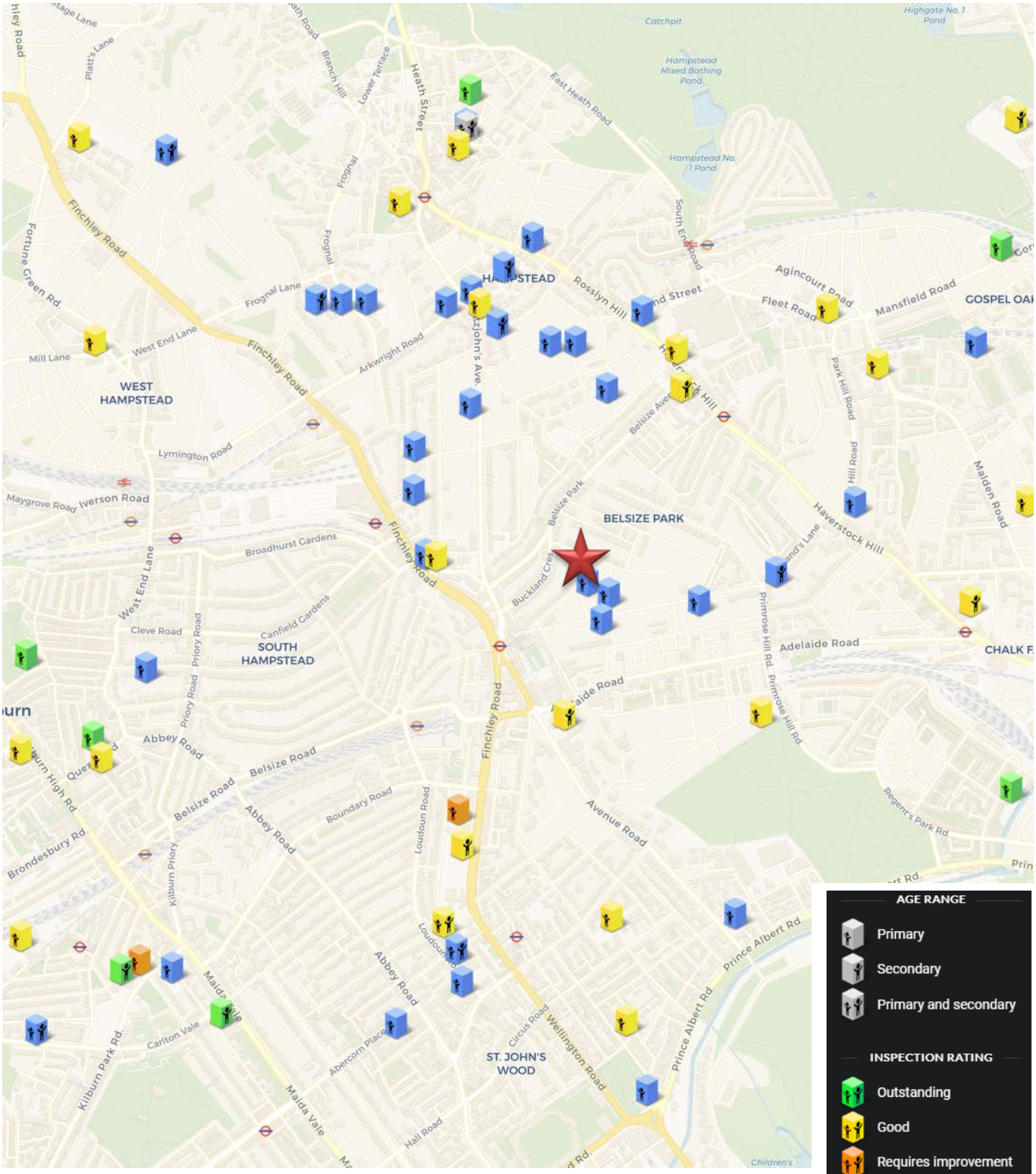


Figure 4.3
Schools in the vicinity of the Application site

Adjoining Nurseries

4.10 As illustrated in Chapter 3, the Application site is within a substantial residential catchment area with substantial similar nurseries nearby hence, the children and staff's catchment area is localised (Figure 4.4) which in turn makes it highly accessible on foot and cycle (for staff and parents / children).

4.11 The proximity of the schools, employment and residential areas makes the potential for passby, linked and car share a realistic and viable option.

4.12 Figure 4.4 illustrates 14 nurseries within 1 km radius from the Application site, 2 of which (Oliver's Montessori & Karen's Nursery) are within 400m / 5 minutes walk.

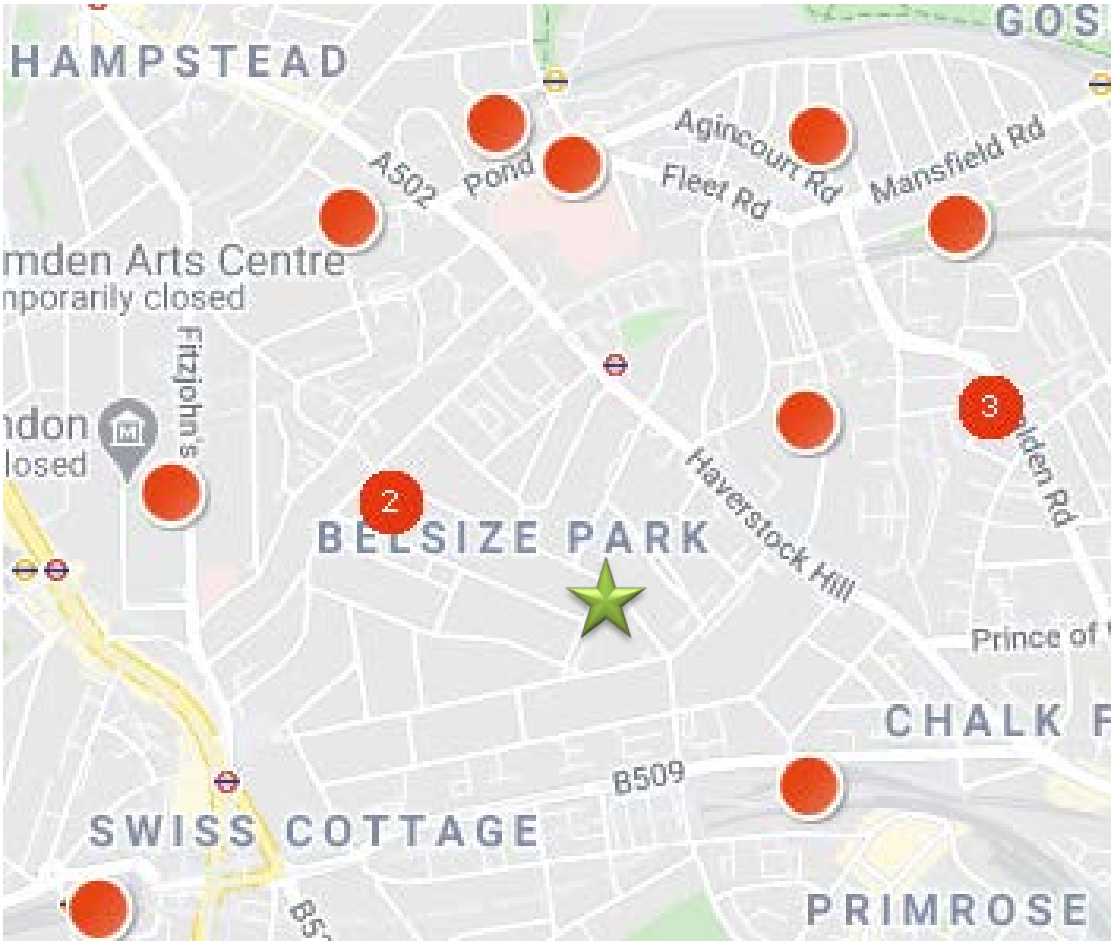


Figure 4.4
Nursery Locations relative to the Application site

4.13 Analysis of Figure 4.4 indicates that there is substantial competition in the vicinity of the application site which affirms the analysis findings that the catchment area for the proposed nursery would predominantly be localised.

ACCESSIBILITY AUDIT

Pedestrian and Cycle Connectivity

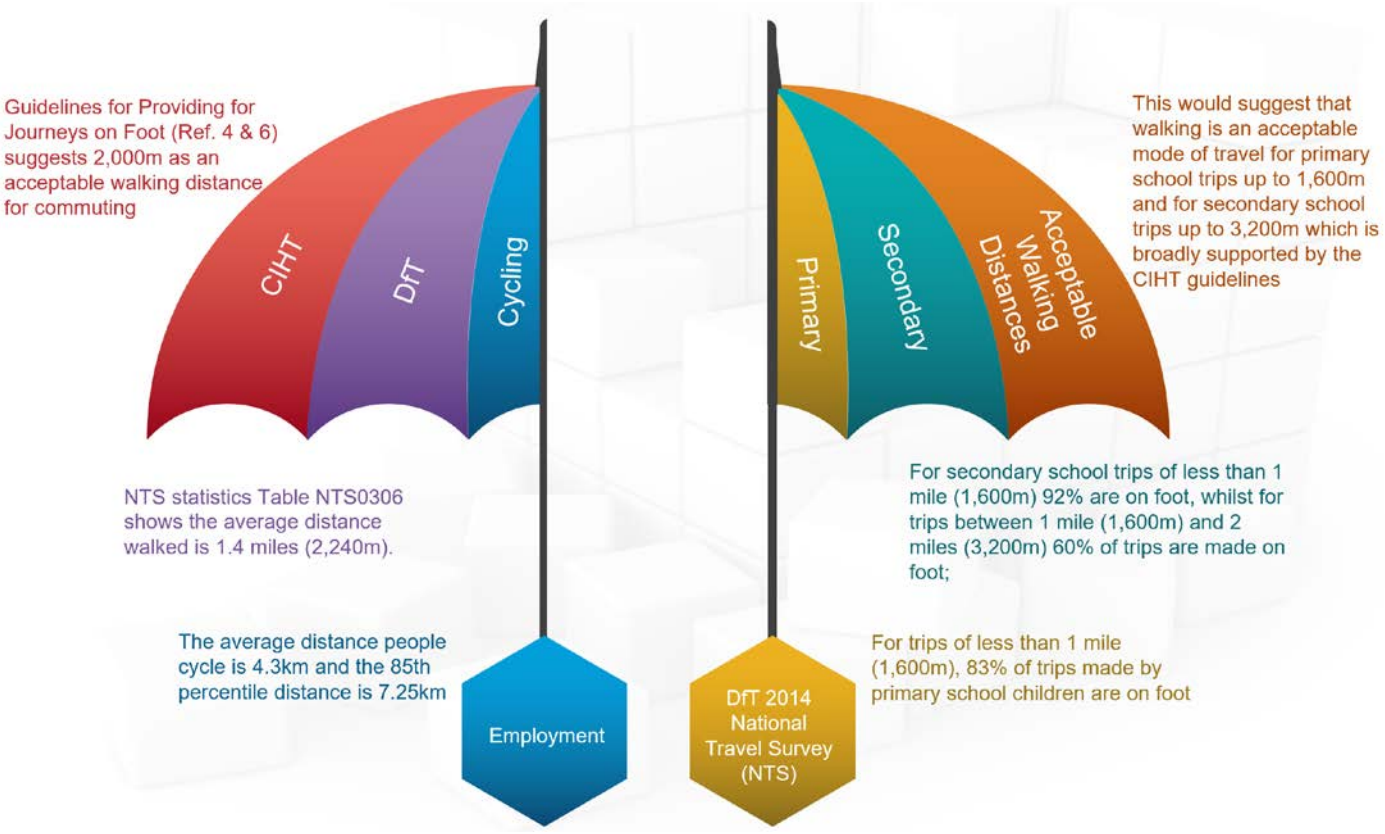
4.14 As detailed in Chapter 3:

- Footways are generally continuous along the adjoining roads network and, based on a review of the Personal Injury Collisions, has safely and adequately been serving the local community.
- there is an extensive network number of local routes in close proximity to the site as demonstrated in Figure 3.4.

4.15 It is therefore considered that the development site could be integrated with existing pedestrian and cycle infrastructure in the area.

Access to Residential areas, Education, Employment and Local Amenities

4.16 The site accessibility audit (Chapter 3) confirmed that the site is within an acceptable walking distance of a substantial residential catchment area, numerous schools and local amenities within the local area. These findings can be supported by the Department for Transport (DfT) National Travel Survey (NTS) data.



4.17 It is therefore considered that the proximity of the site to the surrounding schools, employment centres and local amenities provides an opportunity to encourage walking and cycling as an alternative to the use of the private car.

VEHICULAR & PEDESTRIAN ACCESS

4.18 The Application site would remain car-free with the main pedestrian and cyclists access being directly from Belsize Park Gardens; the access arrangements (and car free form of development) have adequately met the need of the leisure Club which included a creche where daily vehicular arrival and departure are higher than a nursery (Figures 3.6 and 4.5)

DISABLED ACCESS

4.19 Within the redline of the development, all newly constructed footpaths and kerbs would have level access approaches with drop kerbs at crossing points. It is intended that the development would be fully compliant with the Equality Act 2010.

SERVICING

4.20 It is anticipated that the development would attract the usual servicing requirements which will continue as per the existing arrangements; If deemed necessary, a waste and servicing management plan will be submitted in satisfaction of any planning conditions imposed and approved by a condition. This is to ensure that there are sufficient measures in place to ensure that this will not adversely impact on the road network.

CAR & CYCLE PARKING

4.21 For simplicity, reference is made to the Mayor of London MTS which sets out the vision for London for the next 23 years, Camden Transport Strategy (CTS) and Local Implementation Plan (LIP) which can be found at https://www.camden.gov.uk/transport-strategies-and-plans

4.22 The CTS aims to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets objectives, policies and measures for achieving this goal and the priorities include:

- increasing walking and cycling
- improving public transport in the borough
- reducing car ownership and use
- improving the quality of our air
- making our streets and transport networks safe, accessible and inclusive for all

4.23 As discussed in Chapter 3, the adjoining roads network is TRO restricted and the Applicant is prepared to volunteer to exempt the application site from any parking permit scheme, a condition which can be secured by s106.

4.24 In relation to cycle parking, children would not cycle and the nursery will employ up to 35 members of staff. As such 5 **cycle spaces** will be provided to meet the staff demands and students / parents. In addition, **10 buggy/scooter storage** will be provided in an easily accessible location and close to entrances. Both provisions will be monitored by the Travel Plan Co-ordinator and increased as the demand requires and as the achievements of the Travel Plan materialise.

Staff Parking

4.24.1 Staff would be advised at the interview stage that no parking would be provided on-site and the limitations / restrictions of on-street parking in the vicinity of the site.

4.24.2 Nursery staff are typically young with limited income and employed from the adjoining local community hence, car ownership is rare particularly in such highly accessible location and taking into consideration its close proximity to the nearby residential communities.

Drop-off / Pick-up

4.24.3 Upon joining the nursery, parents will be advised of the nursery's commitment to sustainability and encourage parents through personalised travel planning to use sustainable modes of travel;

4.24.4 Parents who have no option but to use a car will be advised that any indiscriminate parking, particularly along the adjoining roads network will not be tolerated; This will be regularly monitored by a member of staff.

4.24.5 As part of the enrolment process, parents who have no option but to use a car, their drop-off/pick-up arrangements will be staggered with other drivers/parents;

4.24.6 All parents will be advised of the need to be courteous drivers and that inconsiderate parking is unacceptable; and

4.24.7 The adjoining roads in the immediate vicinity of the nursery will be regularly monitored by nursery staff to ensure parents compliance; in the unlikely scenario that a driver infringes, a written warning will be sent to the parent and if the infringement is repeated, the child will lose its space in the nursery;

VEHICULAR TRIP GENERATION

4.25 To estimate the multi-modal trips associated with a similar nursery in a similar location, Trafficsense were instructed at the end of Feb 2020 to survey Keren's Nursery Belsize Park located at 51 Belsize Sq, NW3 4HX which is an identical location to the proposed, however, due to the lockdown shortly after, it has not been possible to survey any of the adjoining nurseries; As such, TRICS was used and the selection criteria were:

- 04 - Education D – Nursery

  07 – Leisure K – Fitness Club (Private)

- The TRICS database version used was 2020 v7.7.1;
- Sites in Greater London were selected (TRICS database does not include multi-modal surveys for nurseries in Greater London);
- The busiest AM and PM peak hours between 07:00 – 09:00 and 16:00 – 18:00 is considered;
- Re-surveyed sites were filtered and the older data excluded; and
- The data was 'cross-tested'.

4.26 A summary of the TRICS output is shown in Figure 4.5 and a full set of printout included in Appendix 5.

Time Period		Arrival		Departure		
		TRICS Rate	Vehicles	TRICS Rate	Vehicles	
0600	0700	0	0	0	0	0
0700	0800	0.117	14	0.032	4	18
0800	0900	0.298	36	0.181	22	57
0900	1000	0.106	13	0.191	23	36
1000	1100	0.032	4	0.021	3	6
1100	1200	0.096	12	0.021	3	14
1200	1300	0.096	12	0.149	18	29
1300	1400	0.043	5	0.128	15	21
1400	1500	0.021	3	0.032	4	6
1500	1600	0.128	15	0.106	13	28
1600	1700	0.043	5	0.064	8	13
1700	1800	0.074	9	0.128	15	24
1800	1900	0.032	4	0.043	5	9
						262

Figure 4.5
Peak hour trips generated by the proposed development

4.27 To verify the findings of TRICS analysis, data from Dulwich Village Pre-School in Dulwich Common which was surveyed on 13th June 2019 indicated that:

- The nursery's vehicular busiest hours are outside the network peaks, generally between 08:15 – 10.45 am and 1:45 – 4:00 pm;
- The AM peak is 09:00 – 10:00 which has a factor of 0.174 arrivals and 0.283 departure;
- The PM peak is 2:30 – 3:30 pm which has a factor of 0.130 arrivals and 0.196 departure and
- The remaining arrivals and departures are predominantly on foot.

4.28 The 2015 Ofstead inspection report for Dulwich Village Pre-School stated that the number of children on the roll was 46 and the survey included the arrival and departure pattern of staff, students and parents; the raw data is included in Appendix 6.

	AM PEAK				PM PEAK			
	ARRIVAL		DEPARTURE		ARRIVAL		DEPARTURE	
Unit = child	Factor/unit	Trips	Factor/unit	Trips	Factor/unit	Trips	Factor/unit	Trips
120	0.174	21	0.283	34	0.130	16	0.196	24
Peak hour trips	55				40			

Figure 4.6
Peak hour trips generated by the proposed development

4.29 Based on an actual survey of the adjoining Dulwich Village Pre-School, Figure 4.6 illustrates that the development proposals may result in 55 and 40 movements in the AM and PM peak hours, however, based on the more general TRICS, the development proposals may generate 57 and 28 movements in the AM and PM peak hours respectively.

4.30 When Figure 4.6 (proposed use) is compared to Figure 3.6 (existing use), the residual is 37 additional movements in the AM and between 8-14 movements in the PM peak (after 6 pm the existing is 28 movements MORE than proposed). This should, however, be taken in the context of the actual site location:

- The proposed Application site in a much more accessible and closer to residential catchment areas than those in TRICS of Dulwich Village Pre-School hence, in all likelihood, the vehicular movements shown in Figures 4.5 and 4.6 are an exaggeration of actual residents' travel profile;
- The adjoining road network to the Application site is TRO restricted as discussed in chapter 3 hence, the likelihood of indiscriminate or uncourteous parking is non-existent;
- The site is currently a Fitness Centre with a creche and attracts visitors who duration of stay is much longer than those of a nursery and the principle of some form of children care on-site is already established and would account for additional vehicular movements that a typical 'adults' only Fitness Centre would attract;
- Drivers will arrive from any one of two directions (at least) hence, it is unlikely that any one junction or link will experience more than 30 movements is highly improbably; and
- Census Data – review of the 2011 Method of Travel to Work for the 4 Mid Layer Super Output Areas surrounding the site (006, 008, 011, 014) – Figure 4.7, the data indicate that only 11.7% travel to work by car hence, in principle, 11.7% of parents may drive to the nursery to drop-off a child or pick-up as the likelihood of someone driving to the nursery, dropping-off then returning home to park a car (or the reverse for pick-up) is so remote and improbably.

4.31 **Therefore, in reality, 11.7% of the 120 children may be dropped-off or picked-up by car which is 14 movements that would have no material impact on the adjoining roads network.**

MULTI-MODAL MODES OF TRAVEL

4.32 To estimate the likely modal split associated with travel to/from the proposed nursery, the existing average travel characteristics of local residents [employed and not working from home] for Camden Mid Layer Super Output Areas 006, 008, 011 and 014 which were recorded during the 2011 Census have been studied.

4.33 The Census Data indicates that on average 11.7% of residents travel by single-occupancy vehicle [SOV] followed by public transport, walking and cycling. The total sustainable mode of travel [i.e. other than SOV] is a substantial c. 88.3%.

4.34 This data would be useful to the Travel Plan Co-ordinator, to benchmark the development and undertake steps to promote the sustainability and accessibility of the site.

Database QS701EW	*Camden 006, 008, 011, 014*
Mode of Travel	*Percentage*
Tram / Metro	49.0%
Train	4.8%
Bus	11.5%
Taxi	0.8%
Motorcycle	1.6%
Car	11.7%
Passenger	0.7%
Cycle	6.3%
Walking	12.7%
Other	0.9%
Total	100.0%

Figure 4.7
2011 Census Data – Method of Travel to Work
Person Trips by Mode

Chapter 5

- Multi-Modal Development Impact
- Preliminary Mitigation Proposals *(if applicable)*
- Travel Plan / Welcome Pack recommendations
- Residual Impact

DEVELOPMENT IMPACT

Vehicles

5.1 When Figure 4.6 (proposed use) is compared to Figure 3.6 (existing use), the residual is 37 additional movements in the AM and between 8-14 movements in the PM peak (after 6 pm the existing is 28 movements MORE than proposed) however, when taken in the context of the actual site location:

- The Census Data indicate that only 11.7% travel to work by car hence, in principle, 11.7% of parents may drive to the nursery to drop-off a child or pick-up as the likelihood of someone driving to the nursery, dropping-off then returning home to park a car (or the reverse for pick-up) is so remote and improbably.
- **Therefore, in** reality**, 11.7% of the 120 children may be dropped-off or picked-up by car which is 14 movements that would have no material impact on the adjoining roads network.**

NON-MOTORISED ACCESSIBILITY

5.2 As would be expected from a well-established residential area in close proximity to the heart of London, footways are generally available on both sides throughout the adjoining and wider highway network towards the town centre and local amenities.

5.3 Further, there is an extensive network of local routes in close proximity to the site as demonstrated in Figure 3.4. As would be expected and is normal practice in London, drivers are accustomed to cyclists using the roads network and are courteous towards them.

5.4 The site accessibility audit confirmed that the site is within an acceptable walking distance of substantial residential catchment area, schools, local amenities and public transport making the nursery easily accessible on foot or cycle.

TRAVEL PLAN

5.2 In accordance with any planning conditions imposed, a Travel Plan will be produced which sets out the overall Actions, Measures, outcomes, targets and indicators for the nursery.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

5.3 In accordance with any planning conditions imposed, a CTMP will be produced and implements pre-commencements in satisfaction of any planning conditions imposed (ref: 13).

RESIDUAL IMPACT

5.4 Taking into account all the factors assessed in this report, a final analysis of the impacts resulting from the development proposals has been carried out and is summarised below:

- Junction Capacity — No Impact;
- Link Capacity — No Impact;
- Driver Delay — No Impact;
- Environmental Impact — No Impact [Ref. 10];
- Road Safety — No Impact;
- Public Rights of Way — No Impact; and
- Overall — No Impact.

5.1 It is therefore considered that the development proposals would have no impact in respect of highways and transport.

Chapter 6

- Summary & Conclusions

6.1 This Analysis assessed the impact of the proposed development on the highway network and concluded that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The highway network in the area can accommodate the anticipated trip generation; and
- The highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an adverse impact on the safety of all users of the highway.

6.2 The Analysis described the development proposals and surrounding residential catchment areas and existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the local and national guidelines and policies.

6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the NPPF transport planning 'test' which prevents refusal on transport grounds unless the impacts of development are 'severe'.

6.4 Detailed analysis demonstrated that:

- The total person trips can be accommodated within the existing infrastructure;
- The existing parking and servicing arrangements would adequately meet the development demands;
- No mitigation proposals are required; and
- The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 109 of the Revised NPPF.

6.5 It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network.

Creative Minds, *Intelligent Thinking*

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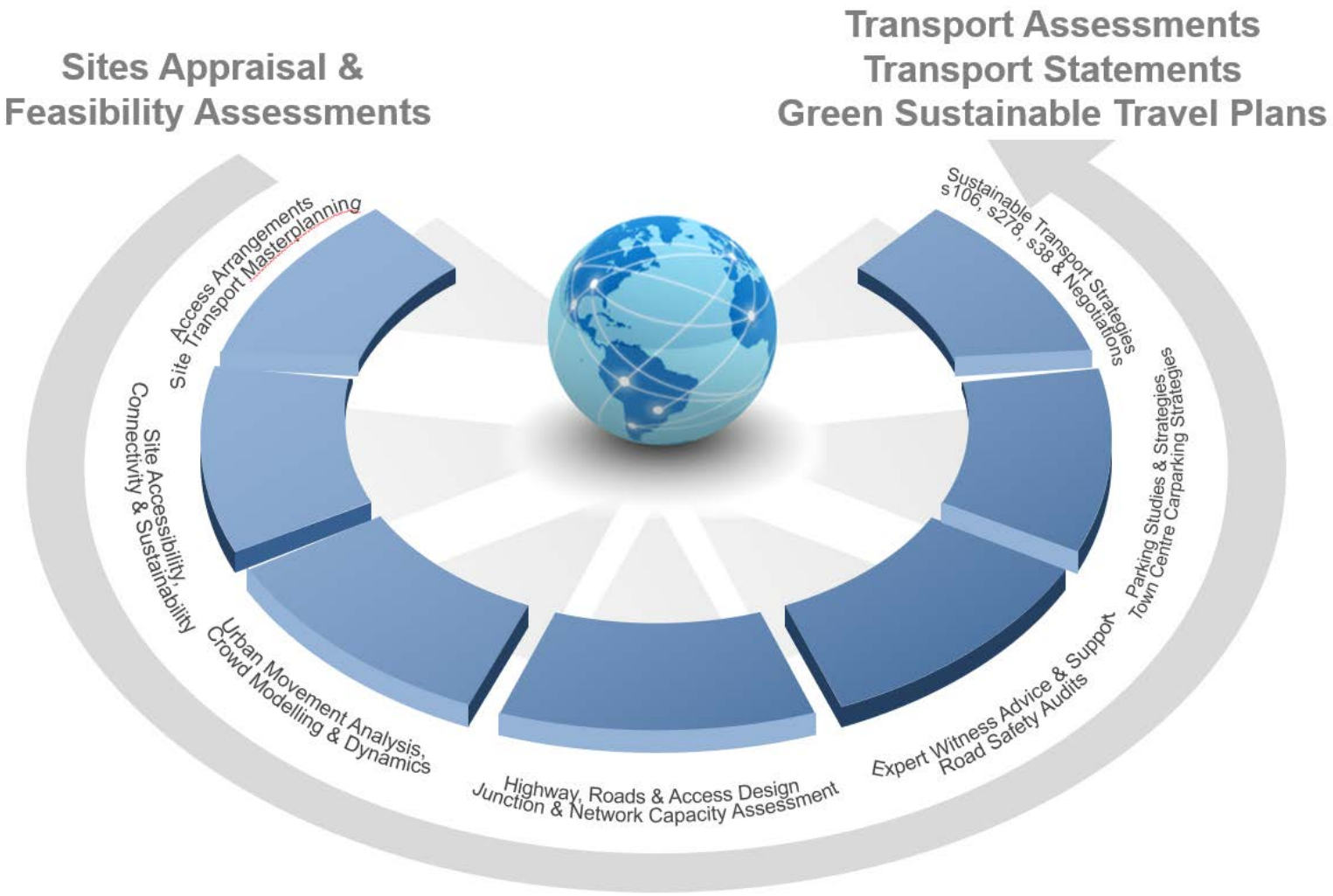

Member of iPRT Group of Companies

APPENDIX B – BELSIZE PARK MARKETING LETTER

Prime Retail.

16th April 2020

RE: 81 Belsize Park Gardens, Hampstead

Prime Retail were instructed as the sole letting agents on the property in March 2017 following the previous tenant, SpringHealth Leisure Limited, going into liquidation in February 2017. SpringHealth had been in occupation for nearly 30 years prior the company collapsing. Prior to the letting instruction, the investment sale had been on the market via a London based agency.

Marketing Strategy

Upon instructions from the client Prime Retail undertook a comprehensive marketing campaign to achieve a letting at the property. The leisure market at this time was buoyant, with various new entrants to the market, together with existing leisure occupiers aggressively expanding and therefore it was believed a letting to a new leisure operator would be achievable.

The property was let to Springhealth Leisure Limited who had been in occupation on a full repairing and insuring lease at a rent of £306,603 per annum, equating to £20.06 per sq ft.

Within the previous lease there was provision for the rent to be reviewed every five years on an upward only basis to the higher of OMRV or RPI subject to a collar of 3% and a cap of 7% compounded annually. The rent review, which was due to have been settled by 9th March 2020 would have seen a minimum increase to a rent of £355,436 per annum (£23.25 psf).

Based on this figure together with comparable evidence of leisure uses in the surrounding area, we marketed the unit for £325,000 per annum exclusive, with an Estimated Rental Value of £3

Prime Retail enlisted an external design company to create a bespoke set of marketing appropriate for a notable and rarely available unit.

A marketing board was erected prominently above the entrance of the unit. The board stated 'D2 Premises To Let' with Prime Retail's contact details marked on in bold. The board was erected at the unit to capture all local and regional interest.

The property details were listed on Prime Retail's website, along with a targeted approach to Health and Leisure occupiers and their retained agents by identifying active requirements. Following this targeted approach, we circulated the details round PIP, this is a targeted mailshot to agents acting for retailers throughout the whole of the UK. Together with PIP, the unit is being actively marketed via various online platforms including CoStar and shop property.

From the initial marketing campaign, we received over 25 enquiries, these were a combination of national occupiers, to more reginal and local operators. The interest ranged from health and leisure occupiers, to more regional and local enquiries.

Prime Retail carried out 14 accompanied viewings with these potential tenants, below is a timeline and feedback following respective viewings.

Date of enquiry	Tenant	Comments
10.04.2017	Russian Wellness Spa	Could not service the unit. Size of individual suites would not allow for full fit out. Would require change of use to D1
10.04.2017	National Gym Operator	Floor to ceiling heights too low
10.04.2017	National Gym Operator	Floor to ceiling heights too low Architects unable to design an appropriate layout
11.04.2017	National Gym and Health Spa Operator	Not suitable for the club layout
11.04.2017	National Gym Operator	Floor to ceiling heights too low
11.04.2017	National indoor play centre	Would only consider a split
11.04.2017	National Gym Operator	Floor to ceiling heights too low
20.04.2017	High End London Gym Operator	Floor to ceiling heights too low Studio space too small
01.05.2017	High End London Gym Operator	Floor to ceiling heights too low Studio space too constrictive
05.06.2017	National Gym Operator	Too small
01.10.2017	Private Members Club	Unlikely to be the right demographics
10.09.2017	National Gym Operator	Floor to ceilings
03/02/2018	High End London Gym Operator	Unable to make space work. Too small for their model.
11.09.2018	Dance Studio	Could not utilise whole property, on advice, the property proposes too many challenges to split.
12.07.2019	Nursery	Offered at an acceptable level

The above table shows the range of feedback received from the inspections and the reasoning for the unit not being suitable for their specific requirements. Modern gym and health club operators require very specific layout and design requirements in order to offer a full range of equipment and services in their gyms. It is paramount that minimum floor to ceiling heights are 3m with most gym operators requiring 3.5m floor to ceiling heights throughout to offer a full range of facilities in order to charge their maximum membership fees. In the case of the subject property, the maximum floor to ceiling height is 2.8m and this is only in the Stretch and Resistance areas on the second floor and only make a very small percentage of the total floor area.

Other deciding factors that counted against the property: -

- Condition of the property – the former tenant had left the unit in a very dilapidated state, any ingoing tenant would have a large capex to bring the unit into a condition from which they could trade. Even with a contribution from the landlord the sums were too large for the majority of occupiers.
- Swimming Pool – many of the low-cost gym operators do not operate wet gyms therefore having the swimming pool is seen not only as a reduction in floorspace but also an added/unnecessary cost either to upkeep or to infill.

Conclusion

The property in its current format is no longer fit for purpose as a gym or health and leisure club. Modern operators' requirements have moved on to large open plan spaces, with adequate floor to ceiling heights. The unit has been widely marketed for the sole purpose as D2, health and leisure premises for over 3 years. The marketing strategy has been successful in bringing interest from the gym, and health and leisure market, however the property is now no longer fit for the modern health and leisure market.

The unit will remain empty until such time the use attached to it can be relaxed or changed in order that we are able to progress a letting to an operator to which the property is more suited.