

APPEAL STATEMENT

47 England's Lane, London

**Change of use from laundrette to
Class E use**

Appeal against 2022.0626

Greenhayes Planning Ltd

INTRODUCTION/EXECUTIVE SUMMARY

1. This statement is submitted in support of a planning appeal made by the appellant, Julian Landau of Camure Ltd against the refusal of an application which relates to the change of use of the unit at no.47 England's Lane, London from a Launderette to a Class E use. This application followed an extensive marketing process whereby no interest was received in respect of the continued use of the unit as a laundrette and where the unit has remains empty since 2021.
2. The application, 2022/0626/P was refused on the 19th April 2022 for the following reasons;
 1. *The proposed change of use, by reason of the loss of a launderette which provides a specific and essential service and social function would be detrimental to the character, function, vitality and viability of the England's Lane Neighbourhood centre contrary to Policy TC2 (Camden's centres and other shopping areas) and TC4 (Town Centre Uses) of the London Borough of Camden Local Plan 2017*
 2. *In the absence of a signed legal agreement securing a car free development, the proposal would likely contribute unacceptably to parking stress and congestion in the surrounding area and fail to promote more sustainable and efficient forms of transport, contrary to policies T2 (Parking and Car Free Development) and CC1 (Climate Change Mitigation) of the London Borough of Camden Local Plan 2017.*
 3. *In the absence of a signed legal agreement to secure a contribution to the provision of 8 cycle parking spaces in the vicinity the proposal would fail to promote the use of sustainable transport instead of motor cars contrary to policies T1 (Prioritising walking, cycling and public transport) and CC1 (Climate Change Mitigation) of the London Borough of Camden Local Plan 2017.*

3. The site is part of an established commercial area known as England's Lane of which part is defined as a Neighbourhood Centre within the Local Plan. The premises has been empty since 2021 following a fire and remains closed on viability grounds. The laundrette business had been declining prior to this date, with the business making losses each year from 2017 up until the closure of the unit, with the yearly losses being in the region of £25k per year. This financial information and covering letter from the managing agent is attached as **Appendix 1**. Furthermore, the unit has been marketed since 2017 in order to try and continue a viable laundrette use (or other commercial use subject to planning) but there has been no interest received in relation to a continued laundrette use. Marketing letters from two agents are attached as **Appendix 2** which sets out the scope of the marketing carried out for the property and interest received. Both confirm no interest for continued laundrette uses but the current agent confirms a significant demand for Class E uses. Indeed, aside from this empty unit, the area is vibrant and has an affluent feel, with cafes, shops and other services operating in the wider area.
4. It is considered the appeal should be considered in light of the support given to commercial areas and the drive to ensure the reuse of empty units for viable uses. Indeed, the government introduced the Class E use class in 2020 in order to offer flexibility for businesses and shop owners in order to allow occupiers to move easily between units and which will seek to maintain the viability of High Streets and areas such as the appeal site. Indeed, the only reason that the premises remains empty is that a laundrette remains outside of the Class E use class and therefore needs planning permission for a change to any other use. Due to these constraints and the lack of interest from a laundrette, the unit remains empty and whilst there has been interest from other E class uses the need for planning has been a barrier to developing such interest. Thus, in short whilst the government have sought to make the High Street environment more flexible, in this case the council have caused this unit to remain empty unit through these barriers to alternative uses notwithstanding that the existing use is unviable and for which there is no reasonable prospect of it returning. Indeed, the appellant will not be reopening the laundrette due to the above reasons.

5. Having regard to the wording of the decision and the officer report, the council appear to have one main concern, that of the loss of the laundrette and then two secondary reasons in relation to travel (that of being car free and need for cycle storage), which are somewhat ill considered on the basis there is an existing commercial use in place and which could generate greater travel to and from the premises.
6. Turning to the first issue of the loss of the laundrette. This is considered to be an oddity as there is not a laundrette to lose as it is now closed and there is no intention of it reopening on viability and financial grounds. Furthermore, the building has been marketed since 2017 until the fire in 2021 and remains on the market but no interest has been received from any operator wishing to take the unit as a laundrette, including that of the council or other community group. Lastly, it is also pertinent that the laundrette, prior to the closure in 2021, made a consistent loss each year from 2017 to 2021, with these losses being consistently in excess of 20k. Furthermore, due to this perilous situation, the insurance company have refused to support the appellant with business interruption payments because it is more beneficial financially for the unit to remain closed. These factors completely justify the change of use to Class E, which is a use appropriate to the neighbourhood area, as the appellant has demonstrated that there is no reasonable prospect of the use continuing and also that it is not viable, two factors which justify the release of this use to a wider Class E usage.
7. The policies cited by the council relate to retail and convenience uses which are the key function of such neighbourhood areas and there is no policy protecting laundrettes within the Borough. Indeed, the site is currently contrary to the policy T2 as it forms a group of 3 non-retail uses within the parade and the proposals provide an opportunity to rectify this through a new Class E use. The council have drawn attention to the SPD in respect of Town Centres and Retail and that Laundrettes can contribute positively to the neighbourhood centres. However, the same document also states the neighbourhood areas focus on convenience shopping and that the same council will take into account any history of vacancy in the centre and the viability of retail use at that location (para 4.73). Whilst laundrettes,

like doctors, dentists (other uses referred to in the document as having a positive impacts), it does not mean they should be retained at all costs, when it is clear there is no interest from any operators or where it is clearly not viable. Indeed, there is no protection cited within this document or the Local Plan in respect of launderettes.'

8. The council's refusal appears to be based on emotive grounds, with the council citing it being an essential service and that its loss will be detrimental to the neighbourhood area. The council have cited the importance to the England's Lane residence (a homeless hostel) within the same road who are alleged to rely on this facility and this is considered to be unfounded. Firstly, the shop has been closed for over a year which suggests these residents have coped without the appeal site. Furthermore, it is noted in a 2014 application made in respect of the extension of the Hostel, whereby additional rooms were added on the existing plans at that time, there is a laundry area shown within the basement of the building, suggesting residents have their own facility. This can be seen at **Appendix 3**. Notwithstanding this facility, even if this was not the case, there is another very similar laundrette at 54 Belsize Lane which offers the same laundry services and prices as the former laundrette within nio.47. This is within 800m (or a 10 minute walk) of the site (and hostel) which is defined by TFL as being a reasonable distance for walking at a neighbourhood level. This can be seen at an extract from a TFL document at **Appendix 4**. The price list for this existing facility and that of the appeal site (before it closed) is attached at **Appendix 5** along with a map showing this close proximity to the appeal site. This along with the dry cleaners opposite, which also undertakes laundry services, shows there is sufficient provision within the Neighbourhood Area. .

9. Thus, it has been shown there is no reasonable prospect of the laundrette use being continued at the site nor is it viable and that there are existing facilities that would remain accessible to local people Thus, it is reasonable for other commercial uses to be allowed at the premises which would accord with Policy TC2. The alternative is an empty shop which would continue to harm the vitality of the wider area. Furthermore, it has been shown there is alternative provision, within the neighbourhood area which caters for these needs and therefore irrespective of the viability of the use at No.47, the

vitality of the neighbourhood will be maintained. Indeed, it is advanced that the vitality of the neighbourhood area will be enhanced through the reuse of this empty shop which would remain the case should this appeal fail whereas the appeal proposals allow for a new vibrant business to be brought into the area within the Class E use class. For example, during the marketing a greengrocers and organic food company were interested in moving to the unit but were put off by the planning process and thus this could be the very business which could utilise this empty unit. Furthermore, in the most recent marketing summary at **Appendix 2** shows that there have been a range of businesses interested in the unit should a change of use be successful

10. The other reasons for refusal relate to transport matters notwithstanding the fact that there is an existing commercial use within the unit and one which could generate greater car trips and parking demand. This is on account of laundrettes attracting deliveries of heavy laundry loads, deliveries of laundry to customers and suppliers trips. In contrast the Class E use are more likely to attract local people, walking to the premises, largely on account of the neighbourhood area being one to serve the local population. Indeed, at worst it is true that there would be no material change in travel and the scheme would follow a car free approach as set out in Policy T2 on the basis of no parking being provided and the surrounding streets being restricted or subject to parking charges. Furthermore, on account of this lack of change, the request for a legal agreement would not meet the legal test set out in Regulation 122 as it would not be necessary to make the development acceptable in planning terms. Furthermore, without this legal agreement, it is clear there would be no severe impact as per paragraph 111 of the NPPF when compared against the existing use and therefore it is not justified in planning terms.
11. Thus, it is considered an alternative commercial use is justified, is appropriate to the neighbourhood area and there will be no harm to the wider neighbourhood area. There are also no transport related matters that count against the development. The statement sets out the case for the grant of planning permission and also addresses the reason for refusal set out in the council's decision notice

THE SITE AND ITS SURROUNDINGS

12. The site is an existing commercial unit last used as a launderette, but which has been closed since 2021 when it suffered from a fire. The building opens onto the main England's Lane frontage, adjoined by other commercial units and has residential flats above. Due to the declining viability of the business, the appellant has marketed the building has since 2017 in an attempt to find an operator willing to continue this use, but this has remained unsuccessful, and the building remains empty.
13. The unit forms part of a vibrant shopping and commercial area with a number of shops, cafes and commercial premises along England's Lane, including a dry cleaners and laundry business opposite the site. The site falls within the Belsize area and adjoins other areas such as Hampstead and Primrose Hill.

DESCRIPTION OF DEVELOPMENT

14. Planning permission is sought for the change of use from a launderette to a broader Class E use in order the building can attract a wider range of commercial operators. There will be no external changes to the building with the internal space being laid out subject to the needs of any incoming occupier

PLANNING POLICY CONTEXT

15. The Development Plan for the area is the Camden Local Plan which was adopted in 2017. The council have cited policies *TC2 (Camden's centres and other shopping areas)*, *TC4 (Town Centre Uses)*, *T1 (Prioritising walking, cycling and public transport)*, *T2 (Parking and Car Free Development)*, *CC1 (Climate Change Mitigation)* of the London Borough of Camden Local Plan 2017. Within its report the

council refer to the Town Centres and Retail SPD which includes passing references to Neighbourhood Centres.

16. The changes to the use class order in 2020 and the ministerial statement on the same subject are also material considerations in respect of the need for commercial units to be flexible in use and allow businesses to move quickly and without risk in such commercial centres.
17. The NPPF is of relevance to this appeal as the framework is a material consideration in decision making in terms of its policies and the presumption in favour of sustainable development and its influence in terms the weighting of existing policies. The NPPF states the role of the planning system should be the delivery of sustainable development which is made up of three distinct strands which are mutually dependent on one another. Planning should play a number of roles to deliver sustainable development which include economic, social, and environmental roles which should be addressed together to deliver sustainable solutions through the planning system. Section 6 of the NPPF seeks to build a strong, competitive economy and Paragraph 81 states planning decisions should place significant weight on the need to support economic growth and Paragraph states one should not ...
18. This statement will advance the case that the proposals are sustainable development as defined by the NPPF, as the scheme will represent an appropriate economic development which is consistent with the aims of the development plan and the NPPF which seeks to proactively support economic growth. Having regard to the existing redundant use which has been shown so through marketing, the financial information and the pro-retail policies relating to its location, the development can be shown to accord with the aims of the NPPF and the Local Plan.

DETAILED CONSIDERATIONS

Planning case for the development

19. Before directly assessing the main elements of the case for the development, it is pertinent to reflect upon the wider picture in respect of commercial areas and the pressures that they face, particularly

since the pandemic. Indeed, the unit has been empty since 2021, following a fire, and due to the falling viability of the laundrette it is actually more viable for the unit to remain close than re-open as a laundrette. As will be discussed below, the laundrette was trading at loss for at least the three years prior to the fire and this highlights the difficulties and challenges in the commercial sector at sector.

20. Due to the challenging viability, the unit has been marketed since 2017 in order to attract a new operator for the laundrette and whilst interest has been received from other business types, no parties have come forward who have expressed an interest in continuing a laundrette business. Due to the oddities of the Use Classes Order, the unit is unable to change to another commercial use without planning permission and thus the appellant remains in this difficult position with an empty unit which has a use that has no demand and is unviable but with no flexibility for other uses.

21. In 2020 the government recognised the difficulties for businesses to move to different premises in commercial areas due to the Use Classes Order by combining the Class A, B and D uses together in a single use class, known as Class E. This enabled buildings to attract a range of occupiers to occupy a building, without the need for planning permission, and thus reducing costs and risk in such investment. The accompanying ministerial statement recognised the benefits of such flexibility by stating;

'These reforms are primarily aimed at creating vibrant, mixed use town centres by allowing businesses greater freedom to change to a broader range of compatible uses which communities expect to find on modern high streets, as well as more generally in town and city centres. They apply to all uses of land and buildings across England'

22. The current stance by the council is considered to be unreasonable in light of the flexibility referred to by the ministerial statement and despite the efforts of the appellant the building is no longer a laundrette nor will it ever be again in the future. This is demonstrated by the marketing efforts since 2017 and viability information discussed in more detail below since the years 2017/8 and shows that

the most appropriate alternative is that it is changed to another use that is suitable to the location. This is considered to be a Class E use which will protect and enhance the vitality of the neighbourhood centre, especially when compared to an empty shop. The latter scenario will continue should this appeal fail as the insurance company have refused to intervene and the appellant will not reopen a business which was losing £20k per annum over the previous three years.

23. There are no protective policies in respect of Laundrette per se, only that policy TC2 would seek to protect neighbourhood centres such as this by *'seeking to retain convenience shopping for local residents in Camden's Neighbourhood Centres and will ensure that development in them does not harm the function, character or success of that centre.'* The supporting text to the policy states that convenience shopping is the main objective for such centres and that the council will resist less than half of the Neighbourhood Centre being changed to non-retail uses or three consecutive units being in non-retail uses. At present, no.47, 45 and 43 are in non-retail use and therefore the proposals will offer the opportunity to recalibrate the situation in aligning the parade with the policy aims for restoring a dominant retail function (should a retail unit take occupation of the unit).
24. Thus, the appeal should be seen in the context of the wider change to commercial areas where flexibility in use is promoted and also by virtue of the fact that there is no direct policy protecting the use, only that the Neighbourhood Centre should be supported in its convenience shopping offering. The council, in its officer report refers to the Town Centre and Retail SPD but this document states when assessing uses, the council will take into account the vacancy period and will focus on convenience shopping. The development will accord with these aims and as set out below there will be no harm caused by this change, only a range of benefits that will accrue.
25. The reasons for refusal will now be addressed.

Loss of the Laundrette

26. Firstly, before assessing the reason for refusal in more detail, in simplistic terms there is no loss of a laundrette as the shop is now empty and the unit will not be returning to such a use. This is on the basis the use was a loss making use for at least three years prior to the fire in 2021 and the insurance company have advised it is more financially viable for the unit to remain shut. Furthermore, the marketing efforts since 2017 have sought an operator for the laundrette without success. Therefore, there is and will be no loss of a laundrette and if this appeal fails, the unit will continue to remain empty which will continue to have a negative effect on the area.
27. Turning to the purely planning assessment of the change of use. As set out above there does not appear to be a specific policy protect such a use and the only policy aim is to protect the neighbourhood centre for its convenience shopping offering. At present the appeal premises together with the two premises at 45 and 43 are currently contrary to the policy as these units represent three consecutive units in a non-retail use. There is little guidance in policy terms in respect of changing the use of existing commercial units but usually a council would expect to see a marketing process of 12 months in most cases. It will be seen below that the appellant has already exceeded these requirements by a significant period and the premises remains on the market. It is also important to note that the proposals will not result in the loss of a commercial unit and will merely broaden the choice of commercial usage for potential occupants.
28. Indeed, the appellant commenced marketing in 2017 via the agents, Willmotts, a reputable local agent in order to advertise the continued use of the property for a laundrette. The marketing also targeted other commercial uses although this stipulated the potential occupier would need to deal with the planning consents. Thus, the laundrette has been marketed for 4 years up to the fire without any interest from potential occupiers wanting to continue the use as a laundrette and since 2022, the property has been on the market with Grey Fox and remains so. The only interest came from retail uses (a use which would be compatible with the neighbourhood area policies) or cafes but this did

not proceed due to the planning issues subject of this appeal or the operators are awaiting the current appeal. The property has been marketed via commercial websites such as Zoopla, through the agent by email and written means and on-site advertising in order to attract the attention of as many businesses as possible. This process has failed to attract any persons wishing to continue the laundrette, suggesting there is not a viable market nor any reasonable prospect of this continuing. Indeed, there was no interest from the local council or community groups to continue such a use. Both agents are of the view the costs versus the income makes a business model difficult in the current times, due mainly to most people having private facilities.

29. Turning to the attractiveness of continuing a laundrette, the lack of interest provides evidence that this is not a viable or attractive use for prospective occupiers. This is also supported by the financial performance of the business over the years 2017- 2021 to when the building suffered from fire in 2021. As can be seen on the spreadsheet attached at **Appendix 1**. In summary, the performance can be seen below (including business rates outgoing) and shows an unviable business within the premises

- Year end 2018- loss of 26,674
- Year end 2019- loss of 27,246
- Year end 2020- loss of £18,278
- Year End 2021 – loss of 24,746

This is a robust and conservative summary as the above did not include other costs which were shared with other premises which were managed together with the appeal site over that time. Having regard to this poor performance and consistent loss making, it has been demonstrated that the use is not viable at the premises for its continued use and an alternative commercial use should be permitted. Indeed, following the fire in 2021, the insurance company have advised that it is actually more beneficial for the shop to remain shut than continue to suffer these losses.

30. The above (and the attachments at **Appendix 1 and 2**) is considered to firmly demonstrate that there is no reasonable prospect of the laundrette use continuing and that the use is not viable in this location. These tests are usually sufficient alone to allow for an alternative use to be allowed and in this case both circumstances apply meaning it is fully robust position. Furthermore, it should be recognised that there is no policy for directly retaining laundrettes and the neighbourhood area policies are firmly in support of retail and convenience shopping uses, uses that the proposed use would support. Indeed, having regard to the marketing process, the council should be pleased that the applicant is pursuing alternative economic uses rather than residential (which could be possible) and it will retain an active frontage in line with the wider street. Indeed, the proposed Class E will realign the property with the neighbourhood area policies as the retail reuse of the unit will ensure there is no longer 3 non-retail uses in this location.

31. It has been seen that the appellant has proactively sought to bring the unit back into use for a laundrette but this is no longer possible and it will not reopen. The use for Class E purposes will fully align with the relevant neighbourhood area policies and will bring this unit back into use. The alternative is an empty unit which will continue to harm the vitality of the shopping area, both visually and from an economic perspective.

32. The other strand to the first reason of the refusal relates to an alleged harm to the vitality of the neighbourhood area by virtue of the loss of the laundrette. It has been shown the empty nature of the shop is already harming the vitality and that the laundrette will not be returning. The council has sought to highlight some higher status of the laundrette use, naming the fact the England's Lane residence (a hostel for homeless) could be reliant on such services along with other residents. Firstly, these residents have functioned without the facility for over a year and the financial performance of the business demonstrates there was not sufficient demand for the unit over the last 3-4 years in order for this to be viable.

33. Notwithstanding this position, in 2014 the Hostel applied for planning permission for flats and additional hostel rooms which was approved by the council. On the existing and proposed floorplans there is clearly a laundry room within the basement suggesting these residents have facilities within their own building. These plans can be seen at **Appendix 3**. Even if this were not the case and in respect of other residents, there remains sufficient laundrette facilities within the immediate local area, with two businesses offering laundry services. The most comparable to the earlier laundrette at No.47 is that at no.54 Belsize Lane, which offers almost the exact same services and prices as the former laundrette within the appeal site and thus is a comparable facility that remains in the community. For example, a 16lbs load of laundry at the former appeal unit cost £4.50 and it is the same at no.54. This other existing laundrette at no.54 is located 800m (or ten minutes' walk) from the appeal site and similar distance from the England's Lane residence. Thus, having regard to the guidance in respect of 'walking neighbourhoods', 800m is considered to be appropriate for walking as set out in the TFL document attached at **Appendix 4**. Thus, the area retains appropriate comparable services in the local community and thus no impact is caused to its vitality or choice of services.
34. In addition to this there is a dry cleaners opposite, which although is more expensive also offers laundry services. Whilst most residents, including in Hostels, now have private facilities, the other premises that will remain at no.54, ensures that such services will remain in the area and thus vitality of the community is not affected. A copy of the map and price lists are attached at **Appendix 5**.
35. In its report, the council refer to an Article 4 in place to prevent Laundrettes moving to residential uses but the relevance of this is unclear as the appellant is not seeking to move to a residential use. Indeed, the appellant is looking to maintain the retail function in line with the neighbourhood area policies.
36. Thus, the reason for refusal is unfounded and the use has been shown to be unviable and that there is no reasonable prospect of the use continuing. Thus, it is reasonable to permit other commercial uses that are appropriate to the area and it is considered Class E uses are ideally suited to the site

and its surroundings. This and together with the presence of other laundrettes within walking distance means the vitality of the neighbourhood centre will be preserved in line with Policy TC2 and TC4.

Reasons two and three- Car Free and Cycle Storage

37. The relevance of these two reasons is unclear as there is an existing commercial use in the building at present and this will remain unchanged. Indeed, one may even suggest the parking demand or trips to and from the site will decrease when compared to the existing use as Laundrettes include deliveries to and from the premises, supplier trips and customers dropping off and picking up heavy loads. In comparison, shops, cafes and offices (of the size of the appeal site) are unlikely to generate such trips and can be accessed via walking having regard to the neighbourhood environment.
38. The development would follow the car free approach of Policy T2 as there is no on-site parking and the roads around the appeal site are either subject to charges or are restricted by other means. As there is no material change in travel (or a betterment), there is no requirement for a legal agreement in this regard as it would not meet the legal tests within Regulation 122 relating to planning obligations. It is clear that having regard to the pre-existing use that a legal agreement is not required to make the development acceptable in planning terms and thus would fail such legal tests. It is also clear that should a legal agreement not be forthcoming that there would be no severe impact in highway terms, the only instance where development should be refused on highway grounds (paragraph 111 of the NPPF). Indeed, the use and the lack of parking on site, the proposals are by their very means 'car free' and this will be secured by the aforementioned restrictions at the site. Thus, the development would meet Policy T2.
39. In terms of the cycle storage, again there is no material change between a laundrette use or another commercial usage in terms of travel and therefore there is no justification to require these additional facilities. Indeed, such a request would fail the tests of Regulation 122 which require these facilities to make the development acceptable in planning terms. Again, if these facilities were not provided it is clear that there would not be a severe impact on highways grounds. Indeed, there is no difference

between the need for cycle parking should the unit be used as a laundrette or if the unit operates as a green grocers or the like. On the basis the unilateral undertaking would not meet the legal test of Regulation 122 and that there would not be a severe impact on highways grounds, the reason is considered to be unfounded and unjustified.

40. Thus, it is considered having regard to the existing use and its likely greater travel impacts, there is no reasonable justification for the unilateral undertaking and this would fail the tests of regulation 122. On this basis of this and a lack of any severe impact the development would not be contrary to policies T1, T2 and CC1.

CONCLUSION

41. The development can be seen will represent an acceptable commercial reuse of a premises which has been shown to be unviable and had no interest in its continued use from any potential occupier. The premises is vacant and will not return and therefore the change of use to a new commercial use is considered to be justified and appropriate.

42. The area will continue to be served by appropriate Laundrette facilities within walking distance and this together with the reuse of the empty appeal premises, it is considered the site can have a positive impact on the neighbourhood centre through a vibrant new use that is appropriate to the area.

43. There is likely to be a reduction in trips and parking demand compared with the existing use and therefore there is no justification for a planning obligation and there would not be a severe impact in highway terms.

44. Thus, the development will therefore meet Policies TC2 and TC4 as well as CC1 and T1 and T2 of the local plan. It will also meet the requirements and policies of the NPPF.

45. For the reasons set out in this statement, it is respectfully requested that the appeal is allowed

Appendix 1

CAMURE LTD

**INSURANCE CLAIM - LOSS OF PROFIT
RE: FIRE AT ENGLANDS LANE 02.06.21**

| | <u>ye 31.03.21</u> | <u>ye 31.3.20</u> | <u>ye 31.03.19</u> | <u>ye 31.03.18</u> |
|-------------------------------|--------------------|-------------------|--------------------|--------------------|
| Sales | 27,485.25 | 47,437.50 | 44,560.00 | 43,439.17 |
| Cost of sales | | | | |
| Wages | 28,492.44 | 27,549.46 | 26,893.50 | 26,853.06 |
| Social Security | 2,207.02 | 2,129.28 | 2,075.39 | 2,041.12 |
| Pensions | 555.87 | 537.48 | 348.84 | 171.63 |
| Gas | 8,242.31 | 9,175.30 | 6,124.37 | 7,445.08 |
| Electricity | 3,767.05 | 4,086.93 | 4,311.89 | 4,413.59 |
| Water | 8,966.56 | 7,934.45 | 11,082.05 | 8,778.75 |
| Machine maintenance | ? | ? | ? | ? |
| Cash collection | ? | ? | ? | ? |
| | 52,231.25 | 51,412.90 | 50,836.04 | 49,703.23 |
| Gross Profit/Loss | - 24,746.00 | - 3,975.40 | - 6,276.04 | - 6,264.06 |
| Other income: | | | | |
| Covid grant | 25,000.00 | | | |
| Expenses to consider: | | | | |
| Wages | | | | |
| Rates | - | 14,302.67 | 20,970.00 | 20,410.58 |
| Insurance | | | | |
| Repairs and decoration | | | | |
| Security costs | | | | |
| Telephone | | | | |
| Post and stationery | | | | |
| Household and cleaning | | | | |
| Sundry expenses | | | | |
| Accountancy | | | | |
| Legal & Professional fees | | | | |
| Management and Administration | | | | |
| Commission paid | | | | |
| Irrecoverable vat | | | | |
| Bank charges | | | | |
| Bank interest | | | | |
| Loan interest | | | | |
| Depreciation | | | | |
| Net Profit/Loss | | | | |

Appendix 2

MARKETING REPORT ON

**47 Englands Lane
London
NW3 4YD**



PREPARED BY

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**020 8748 6644
Date: 6th June 2022**



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Instructions

We were instructed by Camure Limited in January 2017 to market the above premises in the letting market known as 47 Englands Lane, London, NW3 4YD, which was trading as a laundrette prior to the fire.

Location

The property is located in affluent England's Lane, with its close proximity to Belize Park and Swiss Cottage. The surrounding area is well served by national and local traders such as KFH Estate Agents, Washington Public House, Starbucks Coffee, Tesco Express and many local sole traders. The property is well served by public transport with having Belsize Park within 5 minute walk away and Swiss Cottage and Finchley Road Underground stations with less than 10 minute walking distance.

Description

The unit is currently arranged over ground and basement floors, trading as laundrette. The property is spacious with large basement which currently serves the laundry machines, such as water tanks and water softeners. In addition there is staff WC situated to the rear of the ground floor area.

Current Market

The current commercial market is somewhat improving in prime locations, mainly the high streets, retail and restaurant premises are attracting the most interest. The commercial market for laundrettes have been hit hard with the Covid-19 pandemic since the national lockdown in March 2020.

Marketing

Willmotts were instructed to let the property in January 2017 and immediately launched the subject property in the rental market.

We can confirm that the level of rent sought for the subject property at the time in line with the market rent in early 2017, our instructions have always been to consider any offer brought to the table.

I can confirm that the property was well priced prior to withdrawing from the market after the fire damage and we were open minded to offering substantial incentives to any serious applicants for the premises in order to let it to as suitable tenants.

Throughout the marketing process we have used the following mediums to generate interest:

- Applicant database

We have an active applicant database seeking opportunities of this nature in the local area. All applicants have been notified in relation to the availability of this unit at the time of the marketing.

- **Internet**

We have published full details of the property on our own website along with various specialist commercial property websites, which includes Shopproperty, Focus, Realla. Once a property is set up on these sites they automatically distribute details to the matching applicants searching for matching opportunities at the time.

- **To Let Board**

We have arranged for a “to let” board immediately after receiving instructions to market the property which was in situ until the fire.

- **Circulation to other commercial agents via (EACH – PIP)**

The property has been circulated to all the London agents via the Estate Agents Clearing House and Perfect Information Property which are commercial platforms for commercial agents to advertise amongst themselves of the properties being marketed, this includes all the London acquisitions agents whom often have retained clients looking for commercial premises.

Enquiries and Offers

During the early days of the marketing we had tremendous amount of interest for the unit ranging from charity shops to organic grocery shops, the main interest was from food operators which was within the former A3 restaurant use class now E class, in October 2019 we have accepted an offer from Artichoke whom were to operate as organic deli within the former A1 retail use class, unfortunately, this letting had to be aborted due to unsuccessful planning application for change of use at the time. There were no interest from any of the same operators as laundrette within the sui generis use class.

Factors affecting the letting

We believe that there is not very strong demand for laundrettes in the current market as most households now have washing facilities machines and therefore, all the interest has been for alternative uses. Due to lack of usage it demonstrates that there is clearly no demand for laundrettes within the locality of the subject premises and is not a sustainable business and therefore, I recommend the property is permitted for alternative uses within the E use class.

Yours sincerely



Varol Zafer
Associate Director
D: 0208 222 9946
E: v.zafer@willmotts.com

Ashley Wynn
Greenhayes Planning
By Email only: Ashley.wynn@greenhayesplanning.com
30th June 2022

Dear Ashley

RE: 47 ENGLANDS LANE, BELSIZE PARK, LONDON

Further to our various communications, I set out below our marketing report in respect of the above property.

We put this on the market on the 9th March 2022 and this went live with Rightmove, which is one of largest online platforms for both commercial and residential property. It has also been marketed on our own website and with both of our offices.

To date there has been 548 viewers looking at the website but with only 8 seriously interested parties that we have discussed this with further. Of those 8, below is a list of their names and the use they were looking for:

Cyrus – Restaurant

Luke – Hair Salon

Aden – Restaurant

Canon – Café

Farod – Restaurant (small chain)

Mitchell – Convenience/Mini Market

Basir – Hardware and Convenience Store

Ben – enquiry yesterday, left a message but I am not sure what use he needs.

I have explained to all applicants that currently we do not have an alternative use but have said we would come back to them if the situation changes. I reiterate that some of these would be serious contenders.

Unit 2, Thetford House, Walderslade Village Centre,
Walderslade Road, Chatham, Kent ME5 9LR

Tel: 01634 672227

DD: 01634 963611

Email: commercial@greyfox.co.uk

On the launderette use, we have not had one enquiry for this use. I believe this is due to the majority of households now have a washing machine and therefore it is an outdated business model. Also, when looking at the costs for an operator to set up a launderette and to turn over enough income is highly unlikely in today's market, even more so with the cost of electricity and water as well as the other associated costs of staffing, rates etc. I do believe our mutual client's business was running at a loss for many years.

I also would also point out that there is a similar operation at 54 Belsize Lane which is very close to this site and this in my opinion would serve the local community.

If you need any further information, please do not hesitate to contact me.

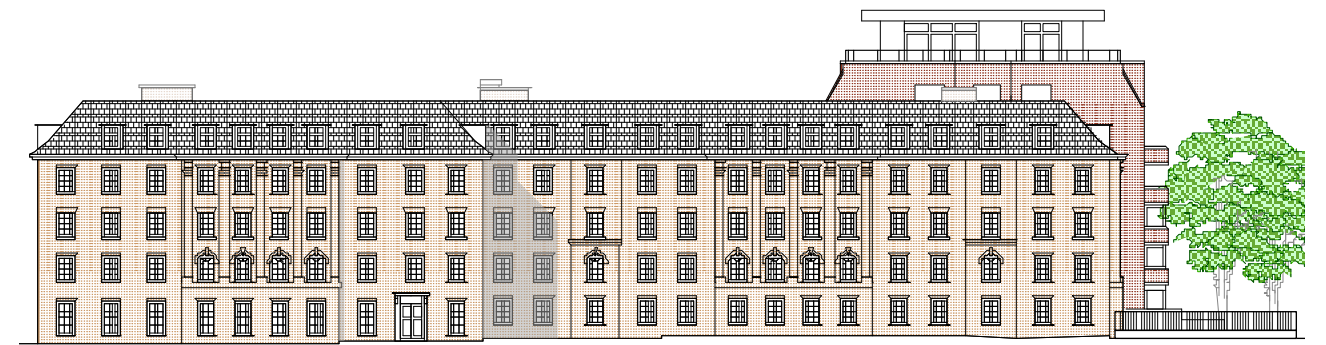
With kind regards

Paula Horton

Head of Land, New Homes and Commercial



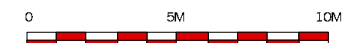
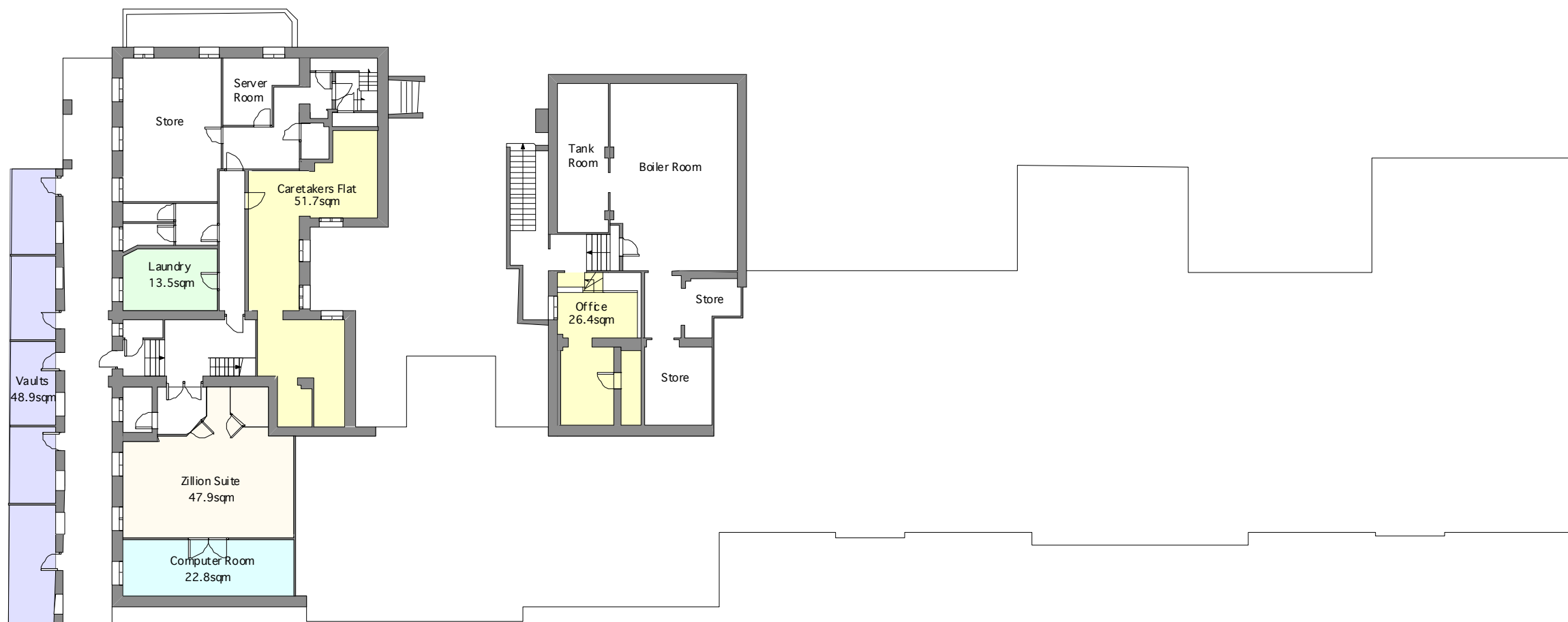
Appendix 3



**Proposal for
Englands Lane Residence
Englands Lane
London NW3 4XJ**

Planning Application

December 2014



Appendix 4

6.2 Neighbourhood and local scale analytical approaches for assessing existing infrastructure issues

Where a more detailed assessment of existing conditions is needed, a range of data collection and analytical tools can be used to examine factors affecting walkability in a local area.

Understanding existing walking conditions is vital to determine the main barriers for walking in an area, and how to prioritise interventions that will improve conditions for pedestrians. These tools help a designer to assess the existing physical infrastructure and character of a defined local area – this could be a street, a collection of streets, or a neighbourhood, depending on the scope of the project.

The suggested tools act as a complementary process to local engagement and should not replace the application of participatory activities that directly involve local people.

Designers may choose to combine the outputs of these tools as part of a baseline study, to ascertain the quality of the existing walking environment and, combined with tools that examine existing walking behaviours, define the key issues for the area at a neighbourhood or more local scale. This process benefits from data collection for several transport modes, such as motor vehicle flows and speeds, to build a robust understanding of the range of existing issues that impact on the pedestrian experience.

Table 6: Neighbourhood and local scale analytical tools

| Information that may be useful to collect for neighbourhood / local scale analysis | Suggested tools and techniques |
|--|---|
| An understanding of the local walking catchment area 'as the foot falls' (960m / 12 minute walk) | <ul style="list-style-type: none"> • Neighbourhood scale mapping and analysis |
| Key local barriers to walking and locations of severance such as railway bridges or large junctions | <ul style="list-style-type: none"> • Neighbourhood and local scale mapping and analysis • Street types • Community engagement |
| An understanding of neighbourhood character, land uses, destinations and attractors, walkable routes and connections | <ul style="list-style-type: none"> • Neighbourhood scale mapping and analysis • Street types • Community engagement • Transport Assessment Guidance |
| An audit of the quality of a street and the user experience of walking | <ul style="list-style-type: none"> • Healthy Streets Check for Designers • Pedestrian Comfort Guidance • Walking condition assessments • Community engagement • Guide to Healthy Street Indicators |
| Identification of locations with poor walking connectivity and legibility | <ul style="list-style-type: none"> • Neighbourhood and local scale mapping and analysis • Walk time calculations • Walking legibility assessment • Computational spatial connectivity analysis |

6.2.1 Neighbourhood scale mapping and analysis

The following list of baseline data collection processes should be used as a starting point for building an understanding of the spatial layout and configuration of the neighbourhood, to identify key issues and opportunities as part of the design brief.

Design teams should identify at an early stage which data will be most helpful for informing the design brief, based on early engagement with the local community.

It can be useful to build an understanding of the strengths and weaknesses of a neighbourhood by mapping existing and proposed features, which can be used to start to identify potential opportunities to improve conditions for pedestrians. The neighbourhood scale can be a useful level of detail to link the city scale and more localised issues for walking.

Defining the study area – the walkable neighbourhood

A walkable catchment area can be considered as around an 800m straight line distance from a neighbourhood centre (often termed the 'Pedshed'). This generally corresponds to a 12 minute walk or a 960m walking distance within the street network. Some people are unable to comfortably walk this far, so it is important to note that a walkable neighbourhood is one that provides sufficient infrastructure to be inclusive for all users, with facilities such as bus stops located within this walkable catchment.

Mapping the distance along streets, rather than as the crow flies, is a more accurate analysis of a real walking catchment area on the ground compared to an 800m circle laid out on a plan. The straight line distance is acceptable for a strategic assessment, but where more detail is required, it is recommended to identify the experience of walking from A to B.

The 'Pedshed' can simply be sketched by hand on a map base using a piece of string that correlates to 960m at the scale of the map base, or by using GIS based software that can automate the walking route analysis.

Measurements are taken from a centre point within a neighbourhood, generally based on a series of land uses that may act as the main trip attractor point for people (such as a town centre).

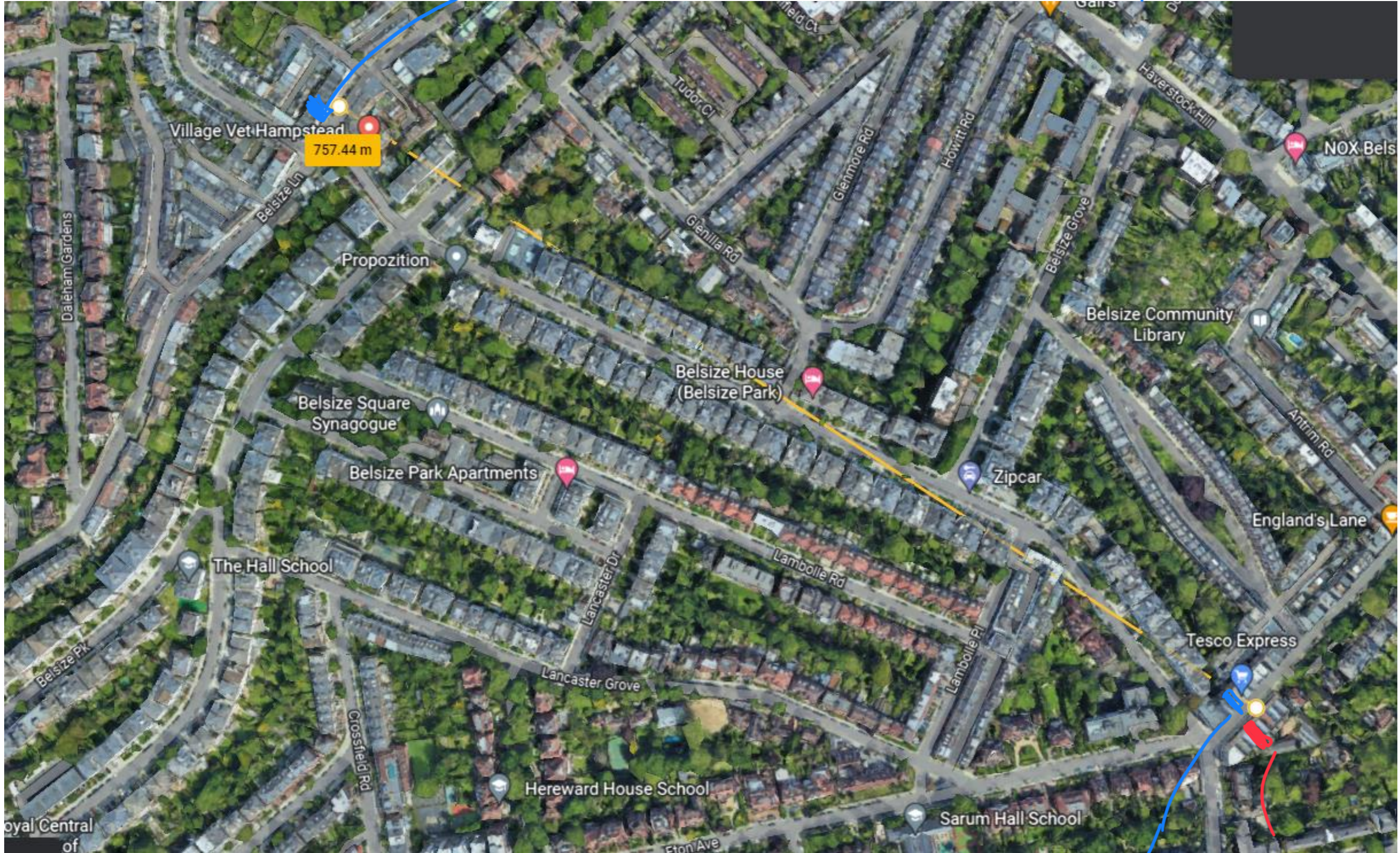
Where there is no easily definable neighbourhood centre it may be useful to consider other trip attractors such as transport hubs or schools, as well as building on local knowledge to help define the study area. The centre point could also be a new development which is being assessed as part of a Transport Assessment. The line drawn around the study area should be considered fluid; key links or green spaces may fall outside of the boundary line but may need to be included as part of a well-considered neighbourhood analysis. Including neighbouring areas, where practical, reinforces the neighbourhood's context and relationship to local features that may impact on pedestrian movements beyond the study area.



Manually calculating a 'Pedshed' area on a basemap (courtesy of TfL Urban Design)

Appendix 5

54 Belsize Lane
öður laundrette. (umthi 800m)



dry
cleaners

Apped site

Prices provided by appellant

54 Belsize Lane Shop:

16lb capacity washing machines £4.50 per wash.
30lb capacity washing machines £6.00 per wash.
40lb capacity washing machines £7.50 per wash.
30lb capacity tumble dryers £1.00 for 10 minutes of drying time.

47 Englands Lane Shop:

16lb capacity washing machines £4.50 per wash.
25lb capacity washing machines £6.00 per wash.
30lb capacity tumble dryers £1.00 for 10 minutes of drying time.