



Appeal Decision

Site visit made on 27 October 2020

by Martin H Seddon BSc MPhil DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 11 January 2021

Appeal Ref: APP/W5780/W/20/3251917

329-339 Cranbrook Road, Ilford, IG1 4UE

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by the Park Hotel against the decision of the Council of the London Borough of Redbridge.
 - The application Ref: 4731/19, dated 12 December 2019, was refused by notice dated 14 February 2020.
 - The development proposed is retention of existing premises as use as annex to existing adjacent hotel.
-

Decision

1. The appeal is allowed, and planning permission is granted for change of use from residential (Use Class C3) to annex to existing adjacent hotel (Use Class C1) at 329-339 Cranbrook Road, Ilford, IG1 4UE, in accordance with the terms of the application ref: 4731/19, dated 12 December 2019 and subject to the conditions in the schedule at the end of this document.

Preliminary Matters

2. The appellant has advised that the annex hotel use of Nos. 329 -339 Cranbrook Road commenced in 2009 and has been in existence over 11 years. However, no Certificate of Lawfulness of Use has been issued by the Council.
3. Although the description of development includes "retention of existing premises", Section 55 of the Town and Country Planning Act 1990 describes 'development' as 'the carrying out of building etc. operations or the making of material changes of use' - and not as their 'retention' or 'continuation'. I have therefore determined this appeal on the basis of the development being described as "change of use from residential (Use Class C3) to annex to existing adjacent hotel (Use Class C1)".

Main Issue

4. The main issue is whether the loss of the dwelling units would be acceptable having regard to development plan policies and the demand for residential accommodation.

Reasons

5. The appeal buildings are located on the west side of Cranbrook Road (A123). They comprise adjoined two storey dwellings which have been linked internally to provide accommodation for the adjacent Park Hotel at Nos.325-327

Cranbrook Road. The council advises that there are 6 residential units at the appeal site. There are flats at Nos.329, 331, 333, 335 and 337 Cranbrook Road and a house at No.339. The units have retained their residential appearance, each having a separate access. The frontages are subdivided and mostly used for parking, with no signage indicating hotel use. The proposal would provide 27 bedrooms bringing the total number of rooms at the Park Hotel to 97. There are other hotels within the surrounding area.

6. The development plan includes the Redbridge Local Plan 2015-2030 and the London Plan (2016). Local Plan policy LP2 indicates that the Council will deliver a minimum target of 16,845 new dwellings in the period 2015-2030. One of the measures to help achieve this will be resisting the net loss of accommodation. Local Plan policy LP5 concerns housing mix and seeks to ensure that housing developments provide a range of dwelling sizes and tenures, particularly focusing on the provision of larger family sized homes (three bed plus). Local Plan policy LP13 supports proposals for new hotels and tourist accommodation provided that it does not result in the loss of residential accommodation. Policy 3.14 of the London Plan seeks to resist the loss of housing, including affordable housing, unless the housing is replaced at existing or higher densities with at least equivalent floorspace. The emerging development plan is: The London Plan – Intend to Publish Version.
7. I note from the appellant's submissions that the properties have not been in residential use for a significant amount of time. However, the proposal would involve the loss of potential family sized residential accommodation, and in that respect, it would conflict with Local Plan policies LP2, LP5 and LP13. For the same reason, it would also fail to comply with policy 3.14 of the London Plan
8. However, apart from the loss of residential accommodation, the proposal would comply with most of the criteria in Local Plan policy LP13 regarding hotels and tourist accommodation. The appeal site is located within an area with a Public Transport Accessibility Level (PTAL) of 4. Ilford railway station is around 500 m away from the appeal site along Cranbrook Road. Cranbrook Road has bus services to central London and national transport hubs. Deliveries to the site would be via the forecourt of the Park Hotel. There would be no change to the front elevation of the buildings and the use would be compatible with the character and appearance of the area. The appellant is willing to submit a landscape and layout scheme for the frontage to the buildings as a means of enhancing its appearance.
9. In view of the degree of separation between the buildings and residential properties there would be no significant harm from the proposal to the amenities of any local residents. London Plan policy 6.13 sets out parking standards for hotels. In locations with a PTAL of 4-6 there are no maximum standards for hotels and onsite provision should be limited to operational needs, parking for disabled people and that required for taxis/coaches and deliveries/servicing. Nineteen car parking spaces would be available for the hotel and annex, including one space for disabled users. Provision for cycle parking would be within the courtyard area to the rear of the hotel premises.
10. Apart from the loss of residential accommodation, the proposal would comply with the objectives of policy 4.5 of the London Plan which seek to support London's visitor economy and stimulate its growth. The appellant has referred to draft policy E10: Visitor Infrastructure of the London Plan-Intend to Publish

Version. Policy E10 seeks to spread economic and regeneration benefits by promoting tourism across the whole of the city. It provides some support to the principle of the appeal proposal, but I can only accord limited weight to the policies in this plan as it is not yet published.

11. The proposal would provide additional hotel accommodation in a sustainable location with economic benefits in accordance with the objectives of the National Planning Policy Framework.
12. Taking the above, other material considerations into account, I find that the loss of the dwelling units and conflict with relevant development plan policies would be outweighed by the social and economic benefits from providing hotel spaces in a sustainable location.

Conditions

13. I have considered the conditions suggested by the Council and have amended the wording where necessary. A condition is included to confirm the plans approved in this permission. A Car Park Management Plan is required in the interest of highway safety. Confirmation of details of refuse/recycling and cycle storage facilities are also required in the interests of visual amenity, and sustainable modes of transport, respectively. The appellant has suggested that the property forecourts could be enhanced through a landscape scheme. I agree with the appellant that this should be the subject of a condition.

Conclusion

14. Although the proposal conflicts with development plan policies which seek to retain residential accommodation, I consider that, in the particular circumstances of this appeal, there are other material considerations of sufficient weight to indicate that, on balance, the proposal should be allowed.

Martin H Seddon

INSPECTOR

CONDITIONS

- 1) The development hereby permitted shall be carried out in accordance with the following approved plans: 2474/1; 2474/2 and Design and Access Statement dated 11/12/2019.
- 2) Within one month from the date of the decision notice of the development hereby permitted, a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of:
 - a) how the appropriate number of car parking spaces will be allocated to prevent overspill to streets not subject to parking controls and details of how the car parking spaces will be allocated to blue badge holders within the approved development, and
 - b) how the appropriate number of car parking spaces for the hotel will be managed.

Development shall be carried out in accordance with the approved details.

- 3) Within one month from the date of the decision notice of the development hereby permitted details of a landscaping scheme for the forecourt areas of the appeal premises shall be submitted to and approved in writing by the local planning authority.
- 4) All planting, seeding, or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following approval of the landscaping scheme; and any trees or plants which within a period of 5 years from the completion of the scheme die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
- 5) Within one month from the date of the decision notice of the development hereby permitted details of the proposed refuse and recycling storage facilities to be provided at the site shall be submitted to and approved in writing by the Local Planning Authority. The facilities as approved shall then be provided at the site within 3 months and retained at the site thereafter in accordance with the approved details at all times.
- 6) Within one month from the date of the decision notice of the development hereby permitted details of the proposed cycle parking facilities to be provided at the site shall be submitted to and approved in writing by the Local Planning Authority. The facilities as approved shall then be provided at the site within 3 months and retained at the site thereafter in accordance with the approved details at all times.