



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/W5870/W/20/3253421

27 & 27A Mansfield Road, Ilford, IG1 3BA

- 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 Mr Varun Chadha against the decision of the Council of the London Borough of Redbridge.
 - The application Ref: 0557/20, dated 17 February 2020, was refused by notice dated 24 April 2020.
 - The development proposed is change of use from 5 self-contained flats (Use Class C3) to a 13 room Apart Hotel (Use Class C1).
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Decision

1. The appeal is allowed, and planning permission is granted for change of use from 5 self-contained flats (Use Class C3) to a 13 room Apart Hotel (Use Class C1) at 27 & 27A Mansfield Road, Ilford, IG1 3BA, in accordance with the terms of the application ref: 0557/20, dated 17 February 2020 and subject to the conditions in the schedule at the end of this document.

Main Issue

2. 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

3. The appeal building is a large two storey extended dwelling which has been converted into 5 self-contained flats. It is located in a mainly residential area, but which includes hotel uses at Nos.29-37 Mansfield Road and No.50 Mansfield Road. There are other non-residential offices and nursery uses in the vicinity. The property was previously in use as a guest house and received permission for a change of use to a private dwelling resulting from an application in 1996.
4. The development plan includes the Redbridge Local Plan 2015-2030 and the London Plan (2016). The emerging plan is the Publication London Plan. 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 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.

5. The proposal would involve the loss of five, one and two bed flats, and would conflict in that respect with Local Plan policies LP2 and LP13. For the same reason it would also fail to comply with policy 3.14 of the London Plan.
6. 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. Similarly, except for the loss of residential accommodation, it would also comply with the objectives of policy 4.5 of the London Plan which seeks to support London's visitor economy and stimulate its growth.
7. The appeal site is located around 50 m from a Metropolitan District Centre. Ilford railway station is within a short walking distance along with bus services to central London and national transport hubs. Servicing arrangements may be finalised through an appropriate condition. There would be minimal changes to the building and its frontage, and it would remain compatible with the character and appearance of the area.
8. Subject to conditions restricting goods delivery and despatch times and to control noise emissions from any new plant at the property, there would be no unduly harmful effect on the amenities of any local residents. Five off-street car parking spaces would be retained at the front of the building. The site has a Public Transport Accessibility Level (PTAL) of 6a and is not subject to the maximum car parking standards set for hotels in the London Plan. In locations with a PTAL of 4-6 there are no maximum standards for hotels and on-site provision should be limited to operational needs, parking for disabled people and that required for taxis/coaches and deliveries/servicing. The appellant has advised that there is space for a stand for cycle parking and storage and suggested that its provision may be secured through the imposition of a condition.

Conditions

9. I have considered the conditions suggested by the Council and amended the wording, as necessary. In addition to the standard condition for the commencement of development, a condition is imposed to confirm the approved plans. Details of servicing arrangements, through a Service Management Plan are required in the interest of highway safety and the amenity of neighbours. The timing for goods delivery and despatch is restricted by condition in order to protect the amenity of neighbours. For the same reason details and control of noise emissions from any new plant which may be installed are required. The appellant has advised that cycle parking may be secured through a condition. I consider that a condition is necessary as a cycle stand is not shown on the approved plans.

Conclusion

10. The proposal would have the benefit of providing 5 full time equivalent jobs. As mentioned above, the property was previously used as a guest house and the proposal would provide 13 rooms of accommodation in a sustainable location with good public transport connections. The proposal would result in

additional hotel accommodation in accordance with the economic objectives of the National Planning Policy Framework.

11. Overall, I consider that the benefits from the proposal would outweigh the harm from the conflict with development plan policies regarding the loss of residential accommodation. I have taken all other matters raised into account but conclude for the reasons given above that the appeal should be allowed.

Martin H Seddon

INSPECTOR

CONDITIONS

- 1) The development hereby permitted shall be begun not later than the expiration of 3 years from the date of this permission.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 01,02,03,07,08,09,10,11 and Design and Access Statement.
- 3) Before the use hereby permitted commences on site, a scheme for a Service Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Service Management Plan shall describe the means by which the servicing of the 13 room Apart Hotel are to be provided including means of provision for servicing and delivery vehicles, off highway pickup and set down points for taxi and coaches. The measures described in the Service Management Plan shall be implemented within the time period identified in the Plan and maintained thereafter in accordance with the approved details.
- 4) Following installation, but before any new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements and acceptable noise levels shall be submitted to and approved in writing by the Local Planning Authority. All constituent parts of the new plant shall be maintained and replaced in whole or in part as often as is required to ensure compliance with the noise levels approved by the Local Planning Authority.
- 5) Before the use hereby permitted commences on site details of a scheme for a cycle stand for cycle parking and storage shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and thereafter retained.
- 6) No goods shall be delivered to, nor despatched from the site outside the following times:

08:00-19:00 Mondays to Fridays

08:00-13:00 Saturdays, nor any time on Sundays, Bank or Public Holidays.