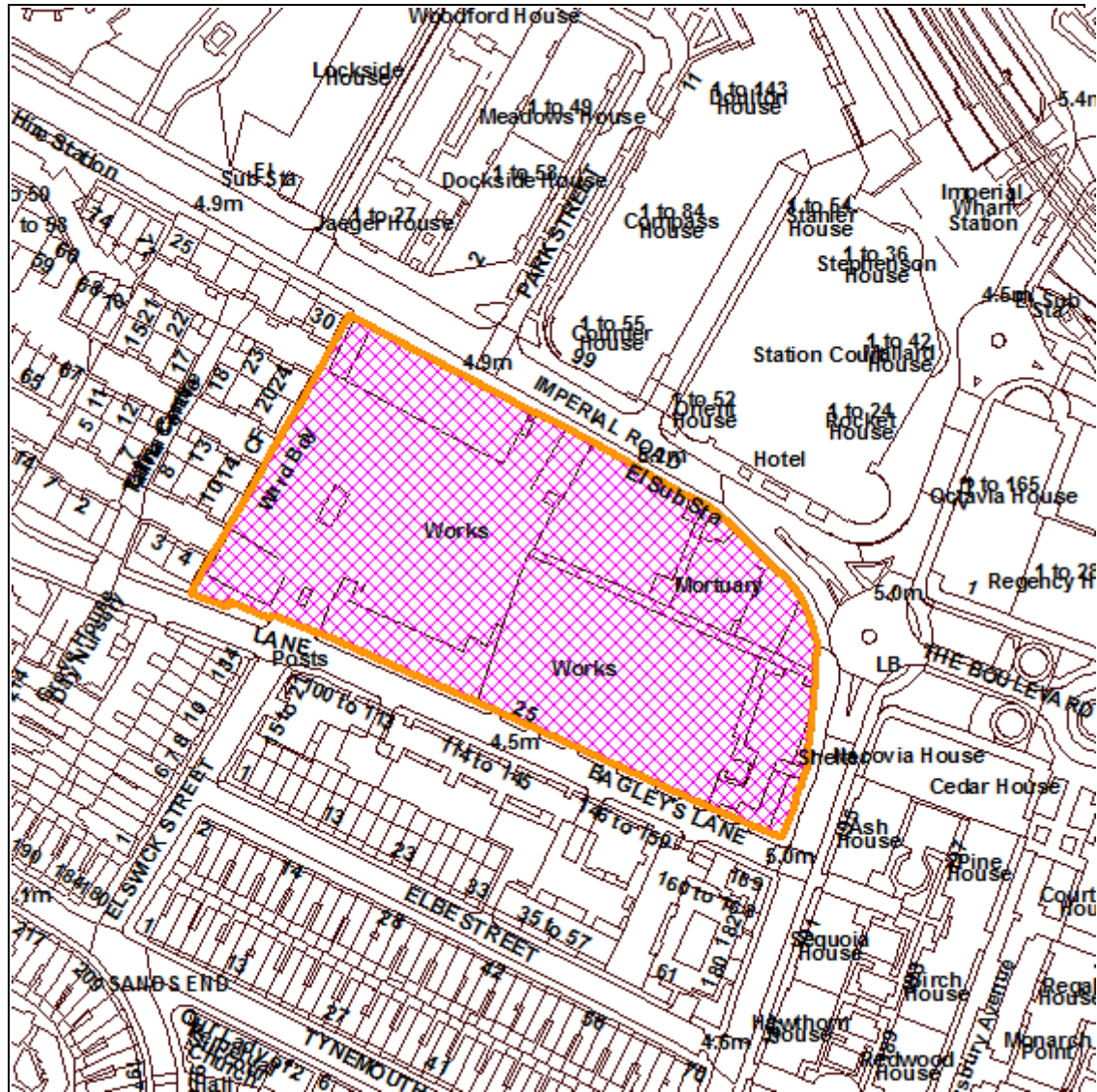


Ward: Sands End

Site Address:

Land Adjacent To 25-30 Talina Centre Bagleys Lane London SW6 2QA



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For identification purposes only - do not scale.

Reg. No:
2018/03200/FR3

Case Officer:
Marsha Kange

Date Valid:
04.10.2018

Conservation Area:

Committee Date:
11.12.2018

Applicant:

London Borough Of Hammersmith And Fulham
FAO Mr Arif Mahmud Land Adj to 25-30 Talina Centre Bagleys Lane/ Imperial Road
London SW6 2BW

Description:

Installation of a roof, consisting of a light weight steel framed fabric covered arch, anchored onto the existing walls of the salt/grit store within the Council's Depot.
Drg Nos:

Application Type:

Full Regulation 3 - LBHF is Developer

Officer Recommendation:

That the Committee resolve that the Strategic Director, Growth and Place, be authorised to determine the application and grant permission pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the condition(s) listed below:

To authorise the Strategic Director, Growth and Place, after consultation with the Director of Law and the Chair of the Planning and Development Control Committee to make any minor changes to the proposed conditions which may include the variation, addition or deletion of the conditions, any such changes shall be within their discretion.

- 1) The development hereby approved is granted for a temporary period of 2 years beginning with the date of this permission. At the end of the 2 year period, the development shall be removed from the site, unless prior agreement has been obtained in writing from the Local Planning Authority.

The erection of the proposed roof structure for a limited period to within the setting of the wider commercial site and the mixed character of the surrounding South Fulham Riverside Regeneration Area would have no permanent harm to the visual or residential amenity of the area. The proposals would accord with Policies DC1 and DC4 of the Hammersmith and Fulham Local Plan 2018.

- 2) The development hereby permitted shall be built in complete accordance with the drawings ZS1706 (cross section); ZS1706 (elevation); ZS1706 (plan); ZS1706 (structure detail); ZS1706 (layout detail) and ZS1712 hereby approved

To ensure a satisfactory external appearance and to prevent harm to the street scene, in accordance with Policies DC1 and DC4 of the Hammersmith and Fulham Local Plan 2018.

- 3) Internal illumination or lighting shall only be used during loading/unloading operations of the salt store and the lighting shall be switched off at all other times.

To protect the amenity of nearby neighbouring properties in accordance with Policies CC12 and CC13 of the Hammersmith and Fulham Local Plan 2018.

Justification for Approving the Application:

- 1) It is considered that the proposal is acceptable as it would be for a temporary period only, would be of a satisfactory external appearance within the existing commercial setting the wider site and mixed character of the surrounding South Fulham Regeneration Area. The proposal would not be harmful to the residential amenity of neighbouring properties and there would not be adverse impact on the safe operation of the highway. These temporary proposals are accordance with relevant national guidance, London Plan (2016) policies 7.4, 7.6 and 7.15, the Hammersmith and Fulham Local Plan (2018) policies DC1, DC4, SFRRA, CC11, CC12 and CC13 and Supplementary Planning Guidance Supplementary Planning Document (2018).

**LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS**

All Background Papers held by Andrew Marshall (Ext: 4841):

Application form received: 27th September 2018
Drawing Nos: see above

Policy documents: National Planning Policy Framework (NPPF) 2018
The London Plan 2016
LBHF - Local Plan 2018
LBHF - Supplementary Planning Document 2018

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

Letters from:

107 Bagleys Lane London SW6 2FW

Dated:

10.10.18

107 Bagleys Lane London SW6 2FW

01.11.18

Reed Harris, Unit 10, Talina Centre 23a Bagleys Lane SW6

12.10.18

OFFICER'S REPORT

1.0 SITE DESCRIPTION AND RELEVANT HISTORY

Site

1.1 The application site (102 sqm) relates to an open storage area for salt / grit. The site is set within the grounds of the Hammersmith and Fulham Transport Depot (0.8 ha)

which is a largely open area that is roughly rectangular in shape and includes various buildings and structures.

1.2 The site is located on the north-eastern side of Bagley's Lane. The surrounding area is a mix of commercial and residential properties. To the west are commercial offices within the Talina Centre and to the east is the West London Coroners Court. To the south on the opposite side of Bagley's Lane are the residential properties.

1.3 The application site does not have any buildings that are subject to locally or statutory listing or any other local heritage designations. The site is located within the South Fulham Riverside Regeneration Area, in a moderate public transport accessibility area (PTAL 3 according to the Transport for London methodology) and is within the Environment Agency's Flood Zone 3.

Relevant Planning history and background:

1.4 There is no relevant planning history for the site, however the existing Transport Depot uses on the site are long established.

1.5 The Council has a statutory duty, under the Highways Act (1980) to keep the public Highway free of snow and ice so far as reasonably practicable. To do this, the Council operates a Winter Service Policy (WSP) which is reviewed and updated annually and aligns Council responsibilities to the Well-Maintained Highways, Code of Practice.

1.6 The open salt storage area is currently exposed to the open weather elements and as a result, causes the salt to solidify when wet. This solid material, when put into the road gritters causes the vehicles to breakdown as the rock salt tears the gritting belt.

1.7 In the winter of 2016/2017, FM Conway Ltd who deliver the Council's gritting service notified the Council that they would not deliver the service in 2017/2018 unless a roof was constructed to protect the salt from the wet weather. In response, a temporary roof was erected to enable the continuation of the service and was subsequently removed on the basis that the salt storage facility would be relocated.

1.8 Over the summer months of 2018, the Council's Highways department has explored several alternative locations within the borough for a new covered salt store. However, none of these locations were viable. In addition, a number of other Boroughs have been contacted to establish whether it was possible to set up or share a storage facility in an adjoining boroughs and this also proved unsuccessful.

1.9 In the past, local Boroughs had access to TfL's salt stock for use across London, if their own stocks ran low, this facility however, has been decommissioned and therefore local Boroughs are reluctant to share their stocks or facility. The Council has been unable to procure an alternative arrangement. Given these circumstances, the Council introduced a new Code of Practice which came into effect in October 2018 and requires that the Council provide the services of gritting its roads within the Borough.

1.10 There is a possibility of snow in the forthcoming winter months and the Council has a statutory duty to keep the public Highway free of snow and ice so far as reasonably practicable. There is a continued need to make use of the existing open salt storage area at the application site but this needs to be covered, otherwise it becomes

wet and deteriorates, causing damage to the gritting vehicles and affecting service productivity.

2.0 PROPOSAL

2.1 The application seeks full planning permission for the erection of a lightweight steel structure with waterproof fabric roof covering over the existing salt store. The steel structure and covering would have the appearance of a 'dome' roof which would be joined to the two existing 3m high walls which partially enclose the storage area. The proposals include the installation of internal lighting within the salt store area and these would only to be used during loading/unloading operations

2.2 The resulting structure would measure 17m in length, 6m in width and 7.6m in height. The space created would allow easy access and manoeuvrability for vehicles to deposit and collect the salt.

3.0 CONSULTATION

Application Consultation

3.1 In total 34 individual notification letters have been sent to the occupiers of neighbouring properties. In response, 2 objections have been received and the issues raised can be summarised as follows:

- Loss of light
- Unnecessary high structure
- Loss of views and poor outlook
- Intrusive lighting from the store
- Out of character with the location
- Noise and disturbance from lorries entering the site

4.0 PLANNING CONSIDERATIONS

4.1 The main planning considerations to be considered during the assessment of this proposal, in accordance with the NPPF (2018), London Plan (2016), Hammersmith and Fulham Local Plan (2018) and the Hammersmith and Fulham Planning Guidance, Supplementary Planning Document (SPD) (2018) are: the principle of development in land use terms; design and visual amenity and impact on residential amenity of existing neighbouring properties.

LAND USE

4.2 The proposed development does not involve any changes to the use of the existing land, which has a long-established use for commercial/industrial operations, including the storage of salt. Planning permission is not therefore required for the existing use.

DESIGN AND APPEARANCE

4.3 The London Plan Policies 7.4 and 7.6 requires good a quality environment that is designed to be of a proportion and scale that enhances the public realm and not cause unacceptable harm to amenity of surrounding land and buildings.

4.4 Local Plan Policies DC1 and DC4 states that all development within the borough should create a high quality urban environment that respects and enhances its townscape context and heritage assets. A high standard of design is required in all alterations and extensions to existing buildings. In addition, Local Plan Policy SFRRA states that development within the South Fulham Regeneration Area should be sensitively integrated with the existing townscape and respect the scale of surrounding residential buildings.

4.5 The existing Depot site is open in character, with buildings on the site varying in height from single to three storeys in height. The proposed height of the roof at 7.6m is comparable to a two building with a pitched roof. Immediately to the west, the existing office buildings on the adjacent Talina Centre business site include two and three-storey buildings.

4.6 The South Fulham Riverside Regeneration Area includes a variety of uses - residential, commercial and industrial, retail and leisure. Many sites in the Regeneration Area including Imperial Wharf, Chelsea Creek, Baltic Sawmills, Lots Road and Fulham Wharf have planning permission for new development and the surrounding area therefore has an emerging character.

4.7 The proposed "dome" structure would be within a commercial setting for a limited period. Highways officers continue to explore alternative permanent arrangements including a purpose built structure. Officers are satisfied that the proposals would not be permanently harmful to the visual amenity of the locality. Permanent A condition would be attached to any permission requiring the removal of the roof once the temporary permission has expired.

4.8 Overall, the proposed development is acceptable within the local context and would not cause significant and unacceptable harm to the existing character and appearance of the surrounding area. The development is therefore acceptable in accordance with the principles of the NPPF 2018, The London Plan 2016, Policies 7.4 and 7.6 and Local Plan 2018, Policies DC1 and DC4.

RESIDENTIAL AMENITY:

4.9 Local Plan 2018 Policies DC1 and DC4 requires the Council to ensure a high standard of design in all alterations and extensions to existing buildings taking into account good neighbourliness and the impacts on amenities of neighbouring residential properties.

4.10 SPD "Housing Standards" Key Principle HS6 seeks to protect the existing amenities of neighbouring residential properties in terms of outlook, privacy, light and noise and disturbance.

4.11 The nearest residential properties are some 14m to 17m away, to the south on the opposite side of the road at the junction of Bagley's Lane and Elswick Street. These properties comprise a mix of two and five-storey buildings which are occupied as flats.

Outlook:

4.12 SPD Housing Key Principle Policy HS6 acknowledges that a building's proximity can have an overbearing and dominating effect detrimental to the enjoyment by adjoining residential occupiers of their properties. Although it is dependent upon the

proximity and scale of the proposed development a general standard can be adopted by reference to a line produced at an angle of 45 degrees from a point 2 metres above the adjoining ground level of the boundaries of the site where it adjoins residential properties. If any part of the proposed building extends beyond these lines then on-site judgement will be a determining factor in assessing the effect which the extension will have on the existing amenities of neighbouring properties.

4.13 In this case, the height of the proposed development would be within a notional 45 degree line from the nearest residential properties at the junction with Bagley's Lane and Elswick Street. The proposals would not result in any undue loss of outlook or increased sense of enclosure and therefore accord with SPD Housing Key Principle Policy HS6.

Privacy:

4.14 The proposal does not raise any issues with regards to privacy as there are no windows proposed within the roof or outdoor amenity space to allow for overlooking. In this respect, there is no impact on privacy.

Light Pollution:

4.15 Local Plan 2018 Policy CC12 seeks to control the adverse impacts of lighting arrangements including that from signage and other sources of illumination.

4.16 The existing external lighting within the Depot would be repositioned so that it angled away from the proposed roof covering in order to limit the potential for light reflection from the translucent covering onto nearby residential and commercial properties, particularly during the night/dark hours. In addition the proposed internal lighting within the salt store area would only to be used during loading/unloading operations and this would be secured by a condition.

Noise and Disturbance:

4.17 London Plan Policy 7.15 and Local Plan Policies CC11 and CC13 seek to ensure that new developments do not result in noise and disturbance to existing residential occupiers.

4.18 There are no changes to the existing lawful use of the site which is long established. The existing hours of operation are unrestricted and may vary dependent upon the weather. Officers consider that the proposals would not result in any additional noise and disturbance. The proposals accord with the London Plan Policy 7.15 and Local Plan Policies CC11 and CC13.

Daylight

4.19 The British Research Establishment (BRE) guide on 'Site layout planning for daylight and sunlight', set out good practice for assessing daylight and sunlight impacts for new development. The guidelines given are intended for use for rooms in adjoining dwellings where daylight is required, including living rooms, kitchens and bedrooms. The guidelines may also be applied to any existing non-domestic building where the occupants have a reasonable expectation of daylight and this would normally include schools, hospitals, hotels and hostels, small workshops and 'some offices'. In practice, commercial properties are not treated as having a reasonable expectation of daylight or

sunlight. This is because they are generally designed to rely on electric lighting to provide sufficient light by which to work, rather than natural daylight or sunlight.

4.20 In this case, the proposals would have no adverse daylight or sunlight impact on the closet residential properties which situated some 14m to 17m away. Whilst officers acknowledge that the proposals would have some impact on the office premises at the Talina Centre, it is expected that they would make use of their own internal lighting during the normal working hours.

4.21 Overall, proposals would have no harmful daylight, sunlight or overshadowing impact.

ENVIRONMENTAL QUALITY:

4.22 There are no significant material changes to the existing situation on site in terms of flood risk, sustainable drainage (SUDs), air quality, energy and contamination.

5.0 COMMUNITY INFRASTRUCTURE LEVY

Mayoral CIL

5.1 Mayoral CIL came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. This development will not be subject to a London-wide community infrastructure levy as no additional floor space is being created.

Local CIL:

5.2 The Council has also set a CIL charge. The Council's Community Infrastructure Levy (CIL) is also a charge levied on the net increase in floor space arising from development. The CIL Charging Schedule was presented to Council and approved on 20th May 2015 and formally took effect on 1st September 2015. As the premises is commercial and does not propose any additional floor space, CIL is not chargeable in this respect.

6.0 CONCLUSION:

6.1 The proposal is acceptable as it would only be for a temporary period and the appearance of the building would not be out of keeping with the commercial setting of the wider site and surrounding mixed character of the South Fulham Riverside Regeneration Area. The proposal would not be harmful to the residential amenity of neighbouring properties and there would not be adverse impact on the safe operation of the highway.

7.0 RECOMMENDATION:

7.1 Grant planning permission subject to conditions.