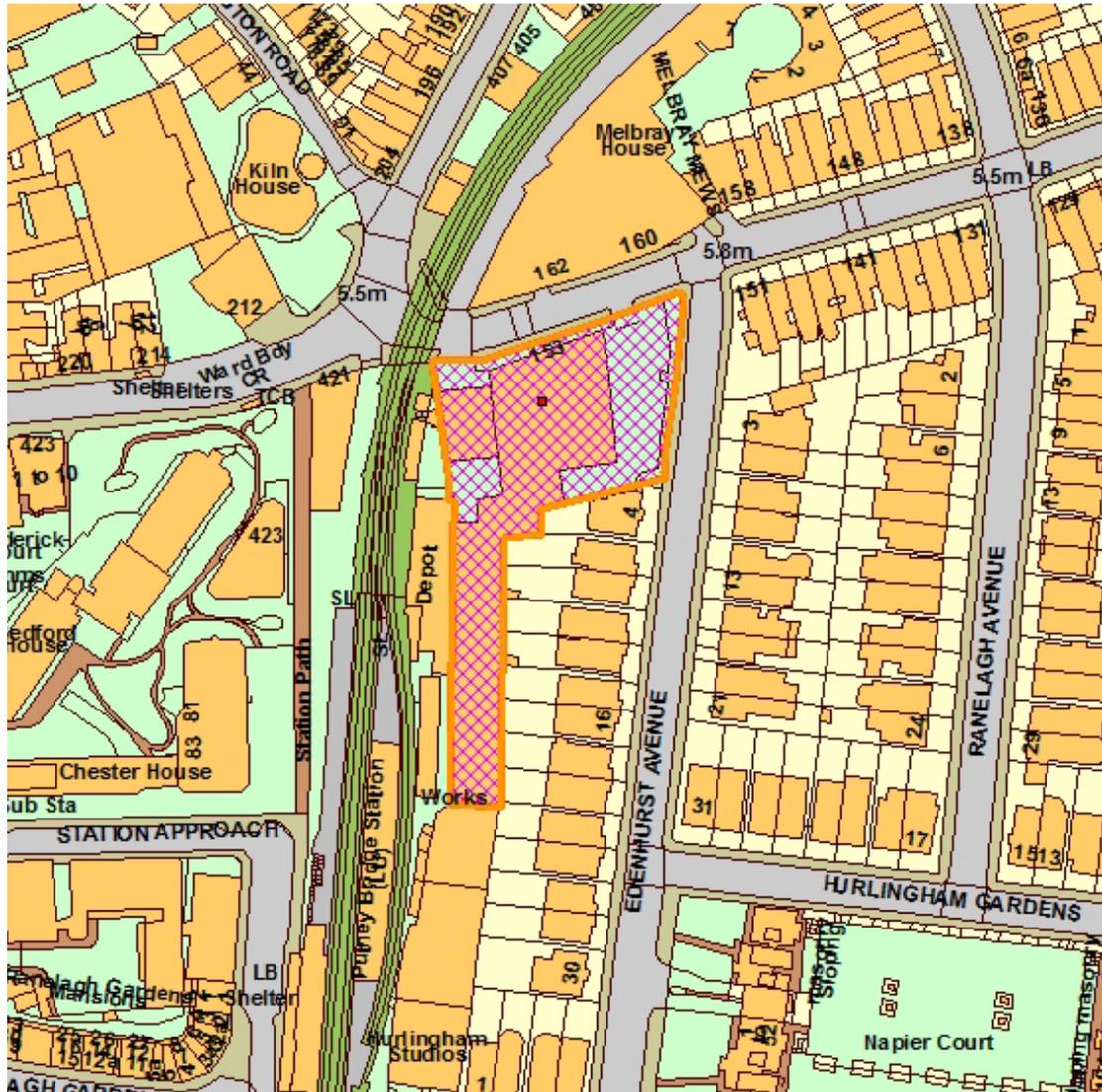


**Ward:** Palace And Hurlingham

**Site Address:**

153 Hurlingham Road London SW6 3NN



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**For identification purposes only - do not scale.**

**Reg. No:**  
2025/03431/FUL

**Case Officer:**  
Graham Simpson

**Date Valid:**  
10.12.2025

**Conservation Area:**

**Committee Date:**  
10.03.2026

**Applicant:**

Mr Michael Tierney  
Ant Yapi, 5th Floor 1 Knightsbridge Green, , SW1X 7QA

**Description:**

Temporary installation of welfare and office facilities in portacabins, required to support the construction works associated with the approved Planning Application ref: 2023/00349/FUL at 160-164 Hurlingham Road for the "Demolition of the existing light industrial buildings, with the exception of the facade to 160 Hurlingham Road, and the erection of a part-4no. part-5no. storey building, to provide a Care Home (Use Class C2), together with cycle parking, refuse storage, landscaping and associated works."

**Application Type:**

Full Planning Application

**Officer Recommendation:**

- 1) That the Committee resolve that the Director of Planning and Property be authorised to grant permission subject to the conditions listed below;
- 2) That the Committee resolve that the Director of Planning and Property, after consultation with the Assistant Director Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion

**Conditions:**

**1) Time limit**

The portacabins hereby permitted shall be used solely for purposes incidental to the construction works approved under Planning Permission ref: 2023/00349/FUL at 160–164 Hurlingham Road, and for no other purpose. The use of the portacabins shall be temporary and shall cease no later than 10 March 2028, or upon completion of the construction works, whichever occurs first. Following cessation of the temporary use, the portacabins shall be fully dismantled and removed from the site,

and the land restored to its former condition.

Reason: The Council is not prepared to approve this type of structure other than for a limited period, in view of its nature, design and appearance. The permanent retention of the portacabin would be unacceptable, and contrary to Policies DC1, DC2 and DC8 of the Local Plan (2018).

## **2) Approved drawings**

The development hereby permitted shall be carried out in complete accordance with the following approved drawing numbers, other than where those details are altered pursuant to the conditions of this planning permission:

M10125-HUN-DR--01-APL107 Rev A Proposed site layout  
M10125-HUN-DR-01-APL108 Rev A Proposed site elevations  
M10125-HUN-DR-01-APL109 Rev A Proposed site section  
M10125-HUN-DR-01-APL110 Rev A Proposed ground and first floor plans  
M10125-HUN-DR-01-APL111 Rev A Proposed foundation plan  
M10125-HUN-DR-01-APL112 Rev A Proposed roof plan  
M10125-HUN-DR-01-APL113 Rev A Proposed sections and elevations  
GREEN GOAT PROPOSED SERVICING YARD LAYOUT  
GREEN GOAT WELFARE WORKERS TRAFFIC MANAGEMENT  
REFUSE & RECYCLING STRATEGY  
Travel Plan Appendix Y Construction Travel Plan (CWTP)

Reason: To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans.

## **3) Materials**

The development hereby approved shall be carried out and completed in accordance with the materials (including colour and finish) specified on the drawings hereby approved. The development shall be permanently retained in accordance with the approved details.

Reason: To ensure a satisfactory external appearance, in accordance with Policies DC1, DC2 and DC8 of the Local Plan (2018).

## **4) Lighting levels**

External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Note 01/20: Guidance Notes for the Reduction of Obtrusive Light'. Lighting should be minimized, and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by lighting, in accordance with Policies CC12 and CC13 of the Local Plan 2018.

## **5) Tree protection measures**

The development hereby approved shall be carried out in accordance with the approved Arboricultural Assessment Desktop Study dated 30 October 2025. The tree protection measures shall be carried out in full for the duration of the construction works.

Reason: To ensure that retained trees are suitably protected and to prevent harm during the course of construction, in accordance with Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

## **6) Construction Logistics Plan/Travel Plan**

The Travel Plan Appendix Y Construction Travel Plan (CWTP) shall be implemented in full compliance with the details hereby approved and shall thereafter continue to be fully implemented for the lifetime of the temporary portacabins.

To ensure that the existing amenities of local residents are safeguarded and to ensure that the operation of the use does not add unduly to existing levels of traffic generation, in accordance with policies T1, T2, T3, CC11 and CC13 of the Local Plan (2018).

## **7) Car parking**

Parking arrangements shall be carried out in accordance with the approved details as shown on drawing GREEN GOAT PROPOSED SERVICING YARD LAYOUT, and shall be retained for the lifetime of the approved use. Following cessation of the temporary use, the parking shall be fully dismantled and restored to its former condition.

To ensure appropriate levels, mix and location of parking is achieved and that management arrangements are in place to control its allocation and use, in the interests of protecting the amenities of surrounding occupiers and the amenity of the highway, in accordance with Policies T1 and T4 of the Local Plan (2018).

## **8) Cycle Storage**

Prior to first occupation of the development hereby permitted, the secure cycle storage facilities shall have been provided in accordance with the approved plans. The cycle parking facilities shall thereafter be retained for the development hereby permitted and not used for any other purpose. Following cessation of the temporary use, the cycle parking shall be fully dismantled and restored to its former condition.

To ensure the suitable provision of cycle parking within the development to meet the needs of future site occupiers, in accordance with Policy T5 of The London Plan 2021 and Policy T3 of the Local Plan 2018.

## **9) Refuse Store**

No part of the development hereby approved shall be occupied until the approved refuse storage enclosures, as indicated on the approved drawings, have been provided for the storage of refuse and recyclable materials. All the refuse/recycling facilities shall be retained thereafter in accordance with the approved details.

To ensure the satisfactory provision of refuse storage and recycling and to prevent harm to the street scene arising from the appearance of accumulated rubbish, in accordance with Policies DC2, CC6 and CC7 of the Local Plan 2018 and SPD Key Principle WM1 2018.

**Justification for Approving the Application:**

1. The proposal would result in an acceptable temporary development, which would not result in any permanent harm to the character and appearance of the surrounding area (including the setting of designated and non-designated heritage assets). Similarly, given the temporary nature there would be no significant harm to visual amenity, residential amenity or highway safety and the proposal would be acceptable having due regard to s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and would be in accordance with Policies DC1, DC2, DC8, T1 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance Supplementary Planning Document (2018).

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

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

Application form received: 9<sup>th</sup> December 2025  
Drawing Nos: see above

**Policy documents:** National Planning Policy Framework (NPPF) 2024  
The London Plan 2021  
LBHF - Local Plan 2018  
LBHF – Planning Guidance Supplementary Planning Document  
2018

**Consultation Comments:**

**Comments from:**

Environment Agency  
Transport for London (Spatial Planning)  
Transport for London (Infrastructure Protection)

**Dated:**

24.12.2025  
29.01.2026  
6.01.2026

## **Neighbour Comments:**

### **Letters from**

### **Dated:**

|   |            |
|---|------------|
| 24 Edenhurst Avenue London SW6                | 18.12.2025 |
| Edenhurst Avenue London SW6                   | 18.12.2025 |
| 31 Hurlingham Gardens London SW6              | 18.12.2025 |
| 11 Napier Avenue London SW6                   | 19.12.2025 |
| 26 Hurlingham Road London SW6                 | 19.12.2025 |
| 17 Edenhurst Avenue London SW6                | 21.12.2025 |
| 4 Ranelagh Gardens London SW6                 | 21.12.2025 |
| 43 Napier Avenue London SW6                   | 21.12.2025 |
| 3 Edenhurst Avenue London SW6                 | 21.12.2025 |
| 21 Broomhouse Road London SW6                 | 22.12.2025 |
| 3 Edenhurst Avenue London SW6                 | 22.12.2025 |
| 6 Ranelagh Avenue London SW6                  | 28.12.2025 |
| 6 Ranelagh Avenue London SW6                  | 28.12.2025 |
| 146 Hurlingham Road London SW6                | 29.12.2025 |
| 10 Edenhurst Avenue London SW6                | 30.12.2025 |
| 17 Edenhurst Avenue London SW6                | 29.12.2025 |
| 145 Hurlingham Road London SW6                | 29.12.2025 |
| Hurlingham District Residents Association SW6 | 2.1.2026   |
| 14 Edenhurst Avenue London SW6                | 2.01.2026  |
| 111 Hurlingham Road London SW6                | 6.1.2026   |
| 148 Hurlingham Road London SW6                | 6.1.2026   |
| 9 Edenhurst Avenue London SW6                 | 10.01.2026 |
| Edenhurst Avenue London SW6                   | 12.01.2026 |
| 7 Edenhurst Avenue London SW6                 | 14.01.2026 |
| 119 Hurlingham Road London SW6                | 15.01.2026 |
| 26 Napier Avenue London SW6                   | 15.01.2026 |
| 26 Napier Avenue London SW6                   | 15.01.2026 |
| 1 Hurlingham Gardens London SW6               | 16.01.2026 |
| NAG   | 16.1.2025  |
| 24 Napier Avenue London SW6                   | 17.01.2026 |
| 4 Edenhurst Avenue London SW6                 | 21.01.2026 |
| 4 Edenhurst Avenue London SW6                 | 21.01.2026 |
| 6 Edenhurst Avenue London SW6                 | 21.12.2025 |
| 1 Edenhurst Avenue London SW6                 | 25.1.2026  |
| 74 Hurlingham Road London SW6                 | 26.12.2025 |
| 15 Carthew Road London W6                     | 27.01.2026 |
| 4 Edenhurst Avenue London SW6                 | 27.01.2026 |
| 59 Sedlescombe Road London SW6                | 27.01.2026 |

## **1.0 SITE DESCRIPTION**

- 1.1 This application relates to a site on the southern side of Hurlingham Road, bounded by Edenhurst Avenue to the east which consists of two storey semi-detached

houses, and the District Line viaduct to the west. It covers an area of 0.33ha, housing two primary buildings in use as self-storage with car parking to the eastern side and servicing area to the west.

- 1.2 In the wider context, the site is approximately 220m from Putney Bridge Station served by underground services. The site benefits from good public transport connectivity, with bus routes 22 and 424 serving the area. As a result, the site has a PTAL rating of 6a.
- 1.3 The site is not located within a Conservation Area, however it is surrounded by the Hurlingham Conservation Area to the north, east and south, and is located opposite 160 Hurlingham Road, which is a Building of Merit to the north. There are also eight mature trees along the eastern edge of the site fronting Edenhurst Avenue which are the subject of a Tree Preservation Order (TPO/116/2/85). The site is also located within Flood Zone 3.

## **2.0 RELEVANT PLANNING HISTORY**

2.1 The relevant planning history is set out below:

### 153 Hurlingham Road

- 2.2 Planning permission (2023/02905/FUL) was granted in December 2023 for the change of use of the existing building from retail warehouse (Class E) into storage use (Class B8) with associated cycle parking.
- 2.3 Planning permission (2024/00847/FUL) was granted in August 2024 for the installation of new sliding vehicular entrance gates and pedestrian entrance gates to replace the existing gates, and alterations to boundary treatments facing Northern elevation of the site. (Approved).
- 2.4 Details approved (2024/01463/DET) in October 2024 for the discharge various conditions relating to Delivery and Servicing Plan (Condition 4); Car Park Management Plan (Condition 5); installation/commissioning active electric vehicle charging points (Condition 6); cycle storage (Condition 7); Secured By Design Strategy, (Condition 9); and external artificial lighting (Condition 10) of the planning permission ref: 2023/02905/FUL granted 8th December 2023.
- 2.5 Works to the trees subject to a Tree Preservation Order (2025/02571/TPO) were granted permission on the 21<sup>st</sup> November 2025 for the pruning of 2 London Plane Trees (T1 and T2), 1no Sycamore Tree (G3), 1no Lime Tree (T6), 1no Black Locust Tree (T7) and 1no Ash Tree (T8) by reducing the overall canopy height and spread, subject to Tree Preservation Order: TPO/116/2/85.

### 160-164 Hurlingham Road

- 2.6 Planning permission (2023/00349/FUL) was granted on the 4<sup>th</sup> December 2024 for the demolition of the existing light industrial buildings, with the exception of the facade to 160 Hurlingham Road, and the erection of a part-4no. part-5no. storey

building, to provide a Care Home (Use Class C2), together with cycle parking, refuse storage, landscaping and associated works.

- 2.7 Details approved (2025/03457/DET) in January 2026 for a final Construction Logistics Plan (CLP), pursuant to Condition 5 of planning permission reference: 2023/00349/FUL.
- 2.8 Details approved (2025/03456/DET) in January 2026 for a Demolition Management Plan (DMP) and a Demolition Logistics Plan (DLP), pursuant to Condition 4 of planning permission reference: 2023/00349/FUL.

### **3.0 PROPOSAL**

- 3.1 The current application proposes the temporary installation of welfare and office facilities in portacabins, required to support the construction works associated with the 2024 planning permission (ref: 2023/00349/FUL) at 160-164 Hurlingham Road for the demolition works and the erection of a part-4 and part-5-storey building, to provide a Care Home.
- 3.2 The proposed portacabins would enable an off-site arrangement that would secure a more efficient construction programme that has a reduced impact on the surrounding area. Notably, the overall build programme would be shortened by approximately 12-16 weeks. The off-site facilities enable the following: -
  - Greater certainty with reduced risk of works beyond the anticipated 24 months
  - Reduced noise and disturbance period due to shorter build programme
  - Improved on-site health/safety with clearer separation of welfare and construction areas

### **4.0 PUBLICITY AND CONSULTATIONS**

#### **Statutory Consultation**

- 4.1 The application has been publicised by means of statutory site notices and press notices. In addition, letters have been sent to 126 neighbouring properties to notify of the proposals.
- 4.2 In response 38 objections were received, from 31 different properties, and can be summarised as follows:
  - No consultation with neighbouring residents.
  - Risk of creating precedent for future development of the car park.
  - Welfare facilities should be within the construction site to minimise disruption.
  - Previous approval required the car park to remain undeveloped for customer use.
  - Increased traffic, congestion, noise and construction disturbance.
  - Highway safety concerns and added parking stress.
  - Insufficient planning for construction-phase traffic management.
  - No Construction Logistics Plan submitted.

- Lack of clarity on managing car park and EV charging spaces during works.
  - Some welfare unit areas not step-free.
  - Clean Air Neighbourhood camera should not be suspended.
  - No information on worker travel (e-bikes) or nearby major event impacts.
  - Inadequate refuse and recycling proposals.
  - Portacabins would harm the Conservation Area's character.
  - Loss of privacy and increased light pollution.
  - Dust and emissions likely to worsen air quality.
  - Lighting may harm wildlife and biodiversity.
  - Tree survey inadequate.
  - Submitted drawings considered misleading.
  - If approved, strict conditions needed (hours, emissions, noise, lighting, tree protection, CLP, worker travel).
- 4.3 One letter of support was received stating that the use of the site would allow a more efficient construction programme, with less restrictions and blockages on Hurlingham Road. A neutral response was also received noting that the Clean Air Neighbourhood camera should remain in place.
- 4.4 Environment Agency - No objection.
- 4.5 Thames Water - No objection.
- 4.6 Transport for London (Infrastructure Protection) – No objection.
- 4.7 Transport for London (Spatial Planning) - No objection, subject to further details being secured regarding cycle and car parking, travel plan, deliveries and servicing, and construction logistics.

### **Officer response**

- 4.8 The required statutory public consultation was undertaken following the submission of the application. Interested parties have been afforded appropriate opportunity to comment on the proposals.
- 4.9 Matters relating to the principle of development are addressed in the relevant section of this report. It is nevertheless noted that the proposed use of the self-storage car park for the welfare facility would be for a limited temporary period in connection with the construction period for the approved development at 160–164 Hurlingham Road. The temporary siting of the facilities is shorten the construction programme for that site and thereby reduce the impact on residential amenity and the local highway. A condition would be imposed to ensure that the portacabins are used solely for purposes incidental to the construction works approved under the 2024 permission (Ref. 2023/00349/FUL) and for no other purpose.
- 4.10 The self-storage company has confirmed that the remaining servicing area, located to the west of the site's main building, would be able to satisfactorily accommodate its ongoing operations during the construction period.

- 4.11 Any disturbance arising from construction activities would be controlled through separate Environmental Health legislation. In addition, conditions will require adherence to the approved Construction Logistics Plan to ensure that works are undertaken appropriately and that any disruption is minimised.
- 4.12 The highway impacts of the proposal are fully considered within this report. Notably, additional information has been submitted as part of the transport assessment and addresses site set-up logistics, operational considerations for the existing self-storage facility and traffic management.
- 4.13 The impact upon the street scene and wider character of the area, including nearby heritage assets and trees are fully considered in the relevant sections of the assessment.
- 4.14 Matters relating to residential amenity including loss of light, outlook, privacy, light pollution, air quality, dust and noise and disturbance are also considered within the report.
- 4.15 The submissions are considered sufficient to enable a robust assessment of the planning merits of the application.

## **5.0 POLICY FRAMEWORK**

- 5.1 The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 5.2 Collectively the three Acts create a plan led system which requires local planning authorities to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).
- 5.3 In this instance the statutory development plan comprises the London Plan (2021) and the Local Plan (2018). A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.

### **National Planning Policy Framework (2024)**

- 5.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was most recently revised in December 2024 and is a material consideration in planning decisions. The NPPF, as supported by the Planning Practice Guidance (PPG), sets out national planning policies and how these are expected to be applied.
- 5.5 The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. London Plan

### **The London Plan**

5.6 The London Plan was published in March 2021. It sets out the overall strategic plan for London and a fully integrated economic, environmental, transport and social framework for the development of the Capital over the next 20-25 years. It forms part of the development plan for Hammersmith and Fulham Local Plan

### **Local Plan**

5.7 The Council adopted the current Local Plan on 28 February 2018. The policies in the Local Plan together with the London Plan make up the statutory development plan for the borough. The Planning Guidance Supplementary Planning Document (SPD) (February 2018) is also a material consideration in determining planning applications. It provides supplementary detail to the policies and is organised around key principles.

## **6.0 PLANNING ASSESSMENT**

6.1 The main considerations material to the assessment of this application can be summarised as follows:

- a) Principle of the development, making effective use of land
- b) Design and heritage
- c) Impact upon neighbouring amenity
- d) Highways / parking and refuse / recycling
- e) Environmental Matters
- f) Ecology

### **LAND USE**

6.2 Policy E1 of the Local Plan (2018) states that the Council will support proposals for new employment uses and the retention, enhancement and intensification of existing employment uses.

6.3 Policy E2 of the Local Plan (2018) outlines that existing employment land should be retained, unless no longer required for employment purposes or where the continued employment use would harm residential amenity.

6.4 Policy E4 of the London Plan (2021) states that provision should be made to meet current and future demands for industrial and related functions, including storage and logistics/distribution (Class B8).

6.5 The lawful use of the site is as Class B8 storage use. The application seeks a temporary two-year use of the car park, and as such would not result in the permanent loss of any employment use. There would also be no loss of floor space or areas of the site to non-employment uses. It is considered that the alternative temporary use would also not reduce the level of employment generated compared to the existing situation. Furthermore, a condition would be attached to ensure that all structures associated with the application will be removed within the time limit period and the site reinstated once the temporary use ceases.

6.6 The principle of the proposals is therefore considered to broadly comply with policies E1 and E2 of the Local Plan (2018) and E4 of the London Plan (2021).

### **VISUAL AMENITY (Design and heritage)**

6.7 The National Planning Policy Framework (NPPF 2024) recognises that creation of high-quality buildings and places is a core objective of the planning and development process. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

6.8 Local Plan (2018) Policy DC1 states that all development within the borough should create a high-quality urban environment that respects and enhances its townscape context and heritage assets.

6.9 Policy DC2 states that new build development will be permitted if it is of a high standard of design and compatible with the scale and character of existing development and its setting. All proposals must be designed to respect:

- a. the historical context and townscape setting of the site, and its sense of place;
- b. the scale, mass, form and grain of surrounding development and connections to it;
- c. the relationship of the proposed development to the existing townscape, including the local street pattern, local landmarks and the skyline;
- d. the local design context, including the prevailing rhythm and articulation of frontages, local building materials and colour, and locally distinctive architectural detailing, and thereby promote and reinforce local distinctiveness;
- e. good neighbourliness and the principles of residential amenity;
- f. the local landscape context and where appropriate should provide high quality landscaping and public realm with good permeability;
- g. sustainability objectives; including adaptation to, and mitigation of, the effects of climate change;
- h. the principles of accessible and inclusive design; and
- i. principles of Secured by Design.

6.10 Policy DC8 of the Local Plan (2018) states that the council will conserve the significance of the borough's historic by protecting, restoring, and enhancing its heritage assets, including conservation areas. Furthermore, proposals should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

6.11 The application site consists of two large light industrial warehouse style buildings at least two storeys in height (approximately 7.5m high), which sit between the railway viaduct to the west and the two storey residential properties to the south and east in Edenhurst Avenue. While it is acknowledged that the proposed portacabins introduce massing within an area of openness, at 2 storeys (5.2m high), these structures would be seen against the backdrop of the larger self-storage building. The portacabins would be dark grey in colour, and be typical of any construction site's compound. Furthermore, any impact on the setting of the existing character and appearance of the adjoining Hurlingham conservation area and adjacent locally listed, (building of

merit – 160 Hurlingham Road), would be for a temporary period only and would reduce the build and construction period of the neighbouring development, by freeing up space within the construction site at 160-164 Hurlingham Road itself. Officers consider that given the temporary nature of the proposals, the portacabins would not harm the character, appearance or setting of the building, street scene or nearby heritage assets. On this basis the proposals would be acceptable having due regard to the statutory duties of s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policies DC1, DC2 and DC8 of the Local Plan.

## **RESIDENTIAL AMENITY**

6.12 Local Plan Policy HO11 states that proposals for extensions will be considered acceptable where it can be demonstrated that there is no detrimental impact on:

- Privacy enjoyed by neighbours in adjoining properties;
- Daylight and sunlight to rooms in adjoining properties;
- Outlook from windows in adjoining properties; and
- Openness between properties.

6.13 Policies DC1 and DC2 require all development to respect the principles of good neighbourliness. Planning Guidance SPD Housing Key Principles 6, 7 and 8 support Local Plan Policy HO11 and set out a more detailed means of assessment.

6.14 The nearest neighbouring residential properties are No. 4 Edenhurst Avenue which flanks the application site, and Nos. 1, 3 and 5 Edenhurst Avenue which are on the opposite side of the road to the east.

## **Outlook**

6.15 The Council's SPD Key Principle 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 drawn at an angle of 45 degrees from a point 2m above the adjoining ground level of the boundaries of the site where it adjoins residential properties. However, on sites that adjoin residential properties that have rear gardens of less than 9m in length, this line should be measured at 45 degrees from the ground level on the boundary of the site where it adjoins residential properties. If any part of the proposed building extends beyond these lines, then an on-site judgement will be a determining factor in assessing the effect which the proposed development will have on the amenity of occupiers at neighbouring properties.

6.16 In terms of outlook the most directly impacted neighbours would be 4, and 1-5 Edenhurst Avenue. The nearest proposed portacabins would be adjacent to the flank elevation of No. 4 Edenhurst Avenue, which has no windows at ground or first floor level. There is one window in the side elevation of No. 4, at second floor level that is positioned some 8m from the narrow side elevation of the nearest portacabin. Officers consider that the siting of the portacabins would not have breach a notional 45 degree line and would therefore have no loss of outlook to No.4. Regarding, Nos.1-5 Edenhurst Avenue these are on the opposite side of the Road and some

18m away from the proposed portacabins. The proposed development would not result in any loss of outlook to those properties.

- 6.17 Overall, the temporary development would not result in an unacceptable loss of outlook or increased sense of enclosure to adjacent properties complying with Policies DC1, DC2 and HO11 of the Local Plan (2018).

### **Daylight and Sunlight**

- 6.18 Although a Daylight and Sunlight report has not been submitted with the application, given the orientation of the location of the proposed portacabins positioned to the north of the adjoining property at No. 4 Edenhurst Avenue, and the degree of separation from the houses on the opposite side of Edenhurst Avenue, it is considered that the development would not result in a significant loss of light to surrounding neighbours which would still have sufficient access to daylight and sunlight complying with Policies DC1, DC2 and HO11 of the Local Plan (2018).

### **Privacy**

- 6.19 Key Principle HS7 (iii) states that new windows should normally be positioned so that they are a minimum of 18 metres away from existing residential windows as measured by an arc of 60 degrees taken from the centre of the proposed window.
- 6.20 The eastern elevation of the proposed two storey portacabins would include first floor windows and a staircase to the first floor which face Edenhurst Avenue Whilst there would be some views towards the opposing properties in Edenhurst Road, are situated more than minimum target of 18m away and therefore the development would not result in any undue loss of privacy.
- 6.21 Overall, the proposal would not result in a loss of privacy or overlooking. In this regard the proposed development complies with Policies DC1, DC2 and HO11 of the Local Plan (2018).

### **Noise and Disturbance**

- 6.22 Policy CC11 and HO11 relate to noise and neighbouring amenity and require all development to ensure that there is no undue detriment to the general amenities enjoyed by existing surrounding occupiers, particularly those of residential properties.
- 6.23 The scale and nature of the proposed temporary welfare office facilities within this large site is unlikely to result in an intensity of use which would significantly impact upon neighbouring amenity. The proposals have been considered by the Council's Environmental Protection Team and they have raised no objections to the development. The proposal is therefore considered to be consistent with Policy HO11 and CC11 of the Local Plan (2018).

### **Light pollution**

- 6.24 Local Plan Policy CC12 (light pollution) states that the potential adverse impacts from lighting arrangements will be controlled by requiring all developments that include proposals for external to submit details including adequate protection from glare and light spill, particularly to nearby residential properties. Local Plan CC13 (control of potentially polluting uses) requires that all developments show that there will be no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties, particularly where commercial and service activities will be close to residential properties.
- 6.25 The proposals have been reviewed by the Council's Environmental Protection team and they raise no objection subject to a condition requiring external lighting not to exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Note 01/20: Guidance Notes for the Reduction of Obtrusive Light. Also, all lighting should be minimized, and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.
- 6.26 Subject to this condition, the proposals are satisfactory and would not result in any undue harm to the residential amenity of neighbouring properties.
- 6.27 Overall, the proposed development would be acceptable in respect of residential amenity for neighbouring occupiers in accordance with Local Plan Policies HO11, CC12 and CC13.

## **HIGHWAYS AND TRANSPORTATION**

- 6.28 Paragraph 115 of the NPPF states that applications for development should ensure that appropriate opportunities to promote sustainable transport modes are taken and that safe and suitable access to sites can be achieved. Paragraph 116 states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe.
- 6.29 Policies T1-T7 of the London Plan set out that all development should make the most effective use of land, reflecting connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. These policies also provide cycle and parking standards.
- 6.30 Local Plan Policy T1 sets out the Council's intention to 'work with strategic partners to improve transport provision, accessibility and air quality in the borough, by improving and increasing the opportunities for cycling and walking, and by improving connections for bus services, underground, national and regional rail'.
- 6.31 Local Plan Policy T2 relates to transport assessments and travel plans and states "All development proposals would be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network".

- 6.32 Local Plan Policies T3, T4, T5 and T7 relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction logistics.
- 6.33 The above policies are supported by Key Principles TR1 -TR4, TR7, TR21 and TR27 of the Planning Guidance SPD.

### **Trip generation**

- 6.34 The Transport Statement submitted for the application self-storage use (2023/02905/FUL) included a Trip Generation Assessment, which showed that the use would generate around 52 two-way vehicle movements across a day, and that a similar comparison site generates only 29 vehicle trips per day. While the proposals would not directly impact on the existing self-storage trip generation, at peak periods, there would be approximately 80–100 construction workers on site for the construction at 160-146 Hurlingham Road.
- 6.35 Condition 5 of the 2024 planning permission (2023/00349/FUL) for redevelopment of 160-164 Hurlingham Road as a care home, secured details of a Demolition Management Plan (DMP) and a final Construction Logistics Plan (CLP) – both of these details (ref 2025/03456/DET and 2025/03457/DET) were approved in January 2026.
- 6.36 Additional logistical information including a Construction Workers Travel Plan which considers the impact of the temporary welfare use at 153 Hurlingham Road and an addendum to the both the approved CLP and DMP. Staff will be encouraged to travel to the construction and welfare sites by sustainable transport. The Council's Highways team have assessed the submitted Travel Plan and together with the updated CLP and DMP and they conclude that these details satisfactorily demonstrate that there would no harm to the highway network and therefore raise no objections.

### **Construction Logistics Plan**

- 6.37 The main impact of the development in highway terms would be at the site set up and main construction stages. In accordance with Local Plan Policy T7 and Planning Guidance SPD Key Principle TR21 a Construction Logistics Plan has been submitted.
- 6.38 The submitted Construction Logistics Plan (CLP) outlines the delivery process for the portacabins and the arrangements for ensuring construction workers can safely cross Hurlingham Road. It sets out the proposed delivery vehicle routes, crane operations, and the installation sequence for the temporary welfare cabins, supported by swept-path analysis. Pedestrian movements for construction workers will take place at a designated and managed crossing point, clearly identified in the submitted plans. These crossings will be controlled through established site management procedures and, during peak arrival and departure times, supervised by a trained traffic marshal in accordance with the CLP. Temporary traffic management measures, including advance warning signage and targeted control interventions, will be implemented as required to maintain both pedestrian and

highway safety. The use of any unauthorised or informal crossing point will not be permitted

- 6.39 The proposals have been reviewed by the Council's Highways officers who have confirmed that the plans demonstrate that the construction of the proposed development is not likely to have a significant impact on the local highway network. The implementation of the Construction Logistics Plan will be secured by a condition.

### **Car parking**

- 6.40 Local Plan Policy T1 sets out borough wide targets to promote and support initiatives to encourage a modal shift away from private vehicles, in order to improve congestion and air quality within the borough. Local Plan Policy T4 states that car parking permit free measures will be applied to all new development unless evidence is provided to show that there is a significant lack of public transport available.
- 6.41 In this case, the development would result in the temporary displacement of 10 car parking spaces from the east side of the site. Alternative provision for customer car parking for 6 spaces would be made within the service yard area between the Underground viaduct and the main self-storage building. The parking arrangements would continue to make provision for two disabled parking spaces and electric vehicle charging spaces, as existing.
- 6.42 The existing on-site self-storage operator has confirmed that servicing and delivery demand for the self-storage use is low. Furthermore, no staff car parking is included in the self-storage use as per the approved consent nor the proposed temporary arrangements. The approved parking layout would be fully reinstated once construction is complete and this is secured by condition.
- 6.43 The Council's Highways Team have assessed the proposal in relation to car parking and have confirmed that the proposed arrangement would be acceptable. Subject to a condition securing the implementation of the alternative arrangements, the proposed temporary parking area is considered acceptable and in line with Local Plan Policies T1 and T4.

### **Cycle Parking**

- 6.44 London Plan Policies T2 Healthy Streets and T5 Cycling (Table 10.2 and Figure 10.3) set out the need to provide suitable on-site cycle storage for a development. All 6 approved cycle parking spaces would be relocated to the existing servicing yard in the northwest corner for the site. This is considered acceptable as it would provide suitable secure storage. A condition will be imposed in relation to the implementation of this storage and reinstatement once the construction is complete.
- 6.45 Separate provision for construction worker cycle parking would be accommodated within the site compound, in line with the agreed Construction Workers Travel Plan.

### **Refuse**

6.46 Local Plan Policy CC7 states that new developments should aim to minimise waste and should provide convenient facilities for future occupiers. To serve the welfare offices the proposal would provide dedicated bin store in an open space directly to the south of the portacabins. The capacity would comply with the requirements set out in Key Principle WM7 and is appropriate.

### **Delivery and Servicing**

6.47 Local Plan Policy T2 states that all development will be assessed for their contribution to traffic generation and their impact on congestion. The existing and potential availability of public transport, and its capacity to meet increased demand will also be assessed for any development.

6.48 Servicing and delivery operations for the existing self-storage facility would continue throughout the construction period and would be managed in a coordinated way alongside the temporary customer car-parking and cycle-parking arrangements. Given the low frequency and limited scale of servicing associated with the approved self-storage use, all servicing and delivery activity would take place within the service yard, supported by the management measures outlined in the Construction Logistics Plan to ensure safe access, unobstructed routes and no conflict with construction operations. The self-storage operator has confirmed that the proposed temporary arrangements would not affect their day-to-day business operations. All measures would apply only for the duration of construction, after which the approved servicing and parking layout would be fully reinstated. On this basis, the proposal is not considered to give rise to any significant impact on the highway network.

6.49 Overall, it is considered that the proposals would not adversely impact the safety of motorists and road users, or nearby transport infrastructure. In this respect the proposals would comply with policies T2 of the Local Plan (2018).

### **Trees/Ecology**

6.50 Local Plan Policy OS5 (Greening the borough) seeks to enhance biodiversity and green infrastructure in the borough by, amongst other things, seeking to prevent removal or mutilation of protected trees.

6.51 The proposed portacabins would be near the row of trees along the eastern edge of the site. Seven of the trees are subject to Tree Preservation Order TPO/116/2/85. To accommodate the welfare units, works to the trees were granted permission (2025/02571/TPO) on the 21st November 2025 for the pruning of 2no London Plane Trees (T1 and T2), 1no Sycamore Tree (G3), 1no Lime Tree (T6), 1no Black Locust Tree (T7) and 1no Ash Tree (T8) by reducing the overall canopy height and spread. An Arboricultural Assessment Desktop Study has also been submitted with the current application, outlining the tree protection measures to be incorporated in installing the portacabins. The proposals have been reviewed by the Council's Arboricultural and Ecology officers and raised no objection. Subject to the implementation of the tree protection measures being secured by condition, the proposals are considered to comply with Local Plan Policy OS5.

6.52 The proposed portacabins would be positioned close to the row of trees along the eastern boundary of the site. Seven of these trees are protected under Tree Preservation Order TPO/116/2/85. Permission for necessary tree works was granted on 21 November 2025 (ref. 2025/02571/TPO), allowing the pruning of two London Plane trees (T1 and T2), one Sycamore (G3), one Lime (T6), one Black Locust (T7) and one Ash (T8) to reduce their overall canopy height and spread. An Arboricultural Assessment Desktop Study has been submitted with the application, detailing the tree protection measures required during the installation of the portacabins. The Council's Arboricultural and Ecology officers have reviewed the proposals and raised no objection. Subject to the implementation of the specified tree protection measures, the development is considered to comply with Local Plan Policy OS5.

### **Flood risk**

6.53 The NPPF states that 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'.

6.54 London Plan Policy SI 12 states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 sets out the same requirement and additionally states that proposals for impermeable paving should be refused and that drainage should be designed and implemented to address water efficiency, water quality, biodiversity and recreation.

6.55 Local Plan Policy CC3 requires that new development is required to reduce the use of water and to minimise current and future flood risk. This is supported by Policy CC4 which seeks that developments manage surface water run-off and requires all major developments to implement SuDS and to provide a sustainable drainage strategy. The SuDs, and Flood Risk and Water Efficiency Chapters of the Planning Guidance SPD support the above approach.

6.56 The application is accompanied by a Flood Risk Assessment (FRA). The Council's environmental Policy officer has reviewed the submissions and confirmed that the flood risks are largely the same for both the 153 and 160-164 Hurlingham Road sites – given the scale and nature of the development, they raise no objections. The proposals are therefore considered to comply with Local Plan Policy CC3.

6.57 Regarding SUDs, the existing car parking area is predominantly hardstanding and once construction at 160-164 Hurlingham Road has ceased, the car park would be reinstated. It is considered that the proposal is acceptable with regards to surface water drainage. The proposals are therefore considered to comply with Local Plan Policy CC4.

## **7.0 CONCLUSION**

7.1 In considering planning applications, the Local Planning Authority needs to consider the development plan as a whole and planning applications that accord with the development plan should be approved without delay, unless material considerations indicate otherwise and any adverse impacts of doing so would

significantly and demonstrably outweigh the benefits.

- 7.2 In the assessment of the application regard has been given to the National Planning Policy Framework (2024), London Plan (2021), and Local Plan (2018) policies as well as relevant guidance.
- 7.3 In summary, the proposed off-site temporary portacabin units would enable the shortened programme for the construction of the care home at 160-164 Hurlingham Road and would not impact on the operation of the existing on-site storage use. Due to its temporary nature and the proposed use and buildings are considered acceptable in visual terms and would not have a permanent adverse impact upon the setting of the nearby Conservation Area. Subject to conditions the proposal would not result in unacceptable impacts upon the amenities of neighbouring residential properties. Highways, transportation and environmental matters have also been satisfactorily addressed and where appropriate are subject to conditions to mitigate any undue harm.
- 7.4 Overall, the proposals comply with the relevant policies of the NPPF (2024), the London Plan (2021), the Local Plan (2018) and the relevant Key Principles within the Planning Guidance Supplementary Planning Document (2018).

## **8.0 RECOMMENDATION**

- 8.1 Grant planning permission subject to conditions.