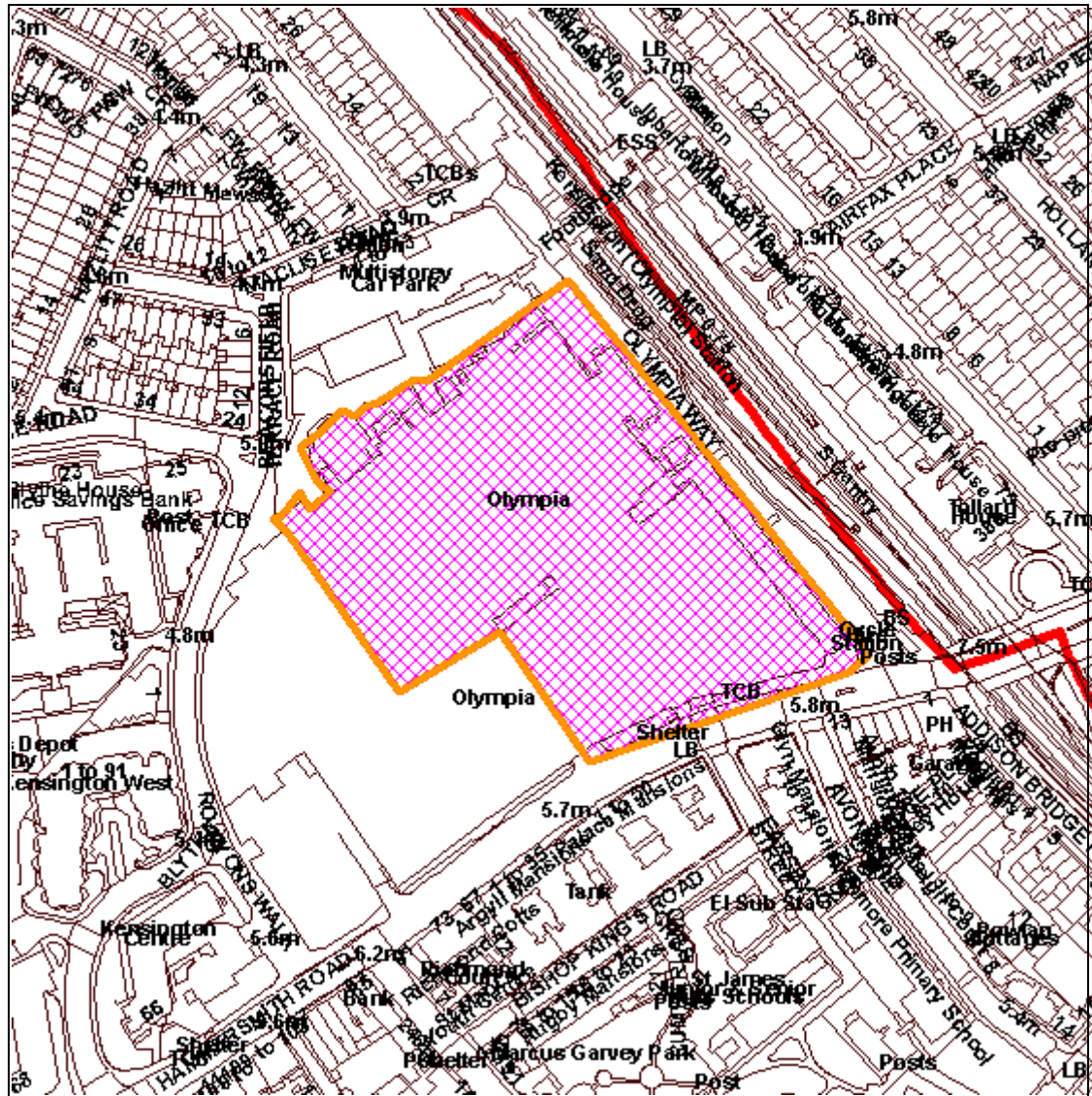


Ward: Avonmore And Brook Green

Site Address:

Olympia Exhibition Centre Hammersmith Road London W14 8UX



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For identification purposes only - do not scale.

Reg. No:
2019/01433/FUL

Case Officer:
Peter Wilson

Date Valid:
09.05.2019

Conservation Area:
Constraint Name: Olympia And Avonmore
Conservation Area - Number 23

Committee Date:
22.07.2019

Applicant:

Olympus Property Holding Limited

Description:

Internal and external physical alterations to accommodate new temporary mezzanine level decks in Grand and National Halls (full hall coverage), provision of associated temporary new entrance building and lifts, erection of plant and associated landscaping and physical works.

Drg Nos: See Condition 4

Application Type:

Full Detailed Planning Application

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

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

Application form received: 8th May 2019

Drawing Nos: see Condition 4

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:
Historic England London Region	01.07.19
Historic England London Region	13.06.19
Historic England London Region	13.06.19
Royal Borough Of Kensington And Chelsea	12.06.19
Transport For London - Land Use Planning Team	11.06.19
Historic England London Region	28.05.19
Royal Borough Of Kensington And Chelsea	30.05.19
Network Rail	13.06.19

Neighbour Comments:

Letters from:	Dated:
69 Edith Road London W140TH	13.06.19
25 Hofland Road London W14 0LN	17.06.19
33 Margaret Street London W1G 0JD	05.07.19

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7.0 CONCLUSIONS

Officer Recommendation:

That the Strategic Director for The Economy Department be authorised to determine the application and grant planning permission subject to the conditions listed below.

CONDITIONS

In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, officers have consulted the applicant on the pre-commencement conditions included in the agenda and the applicant has raised no objections.

1. Time Limit

The development hereby permitted shall be removed and the buildings and land restored to their former condition on or before 3 years from the date of this planning permission.

Condition required to be imposed by section 91(1)(a) of the Town and Country Planning Act 1990 (as amended by section 51 of the Planning and Compulsory Purchase Act 2004).

2. Floorspace

The Class D1 temporary floorspace approved as shown on the application drawings shall not be in active use at any time while the Class D1 exhibition floorspace within Olympia Central is in active use

Reason: To ensure the development is carried out and used in accordance with the impacts assessed, in accordance with London Plan Policies 2.1, 4.1, and 4.6 and Local Plan Policies CF1, CF3 and TLC1.

3. Use of Buildings

The development hereby permitted shall be restricted to Class D1 exhibition use and ancillary entrance/circulation use as shown on the approved drawings only.

Reason: To ensure the development is carried out and used in accordance with the impacts assessed, in accordance with London Plan Policies 2.1, 4.1, and 4.6 and Local Plan Policies CF1, CF3 and TLC1.

4. Approved Drawings

The Development shall be carried out and completed in accordance with the following approved drawings:

Demolition Plans

1819-SPP-DR-A-GD-D-20-0G-01-01 Grand Deck - Demolition Level 0G Floor Plan P01;
1819-SPP-DR-A-GD-D-20-01-01-01 Grand Deck - Demolition Level 01 Floor Plan P01;
1819-SPP-DR-A-GD-D-20-0R-01-01 Grand Deck - Demolition Roof Plan P01;
1819-SPP-DR-A-ND-D-20-0G-01-01 National - Demolition Level 0G Floor Plan P01;
1819-SPP-DR-A-ND-D-20-01-01-01 National - Demolition Level 01 Floor Plan A1 P01;
1819-SPP-DR-A-ND-D-20-0R-01-01 National - Demolition Roof Plan P01.

Demolition Elevations

1819-SPP-DR-A-GD-D-25-XX-01-01 Grand Deck - Demolition NE & SE Elevations P01;
1819-SPP-DR-A-GD-D-25-XX-01-02 Grand Deck - Demolition NW & SW Elevations
P01; 1819-SPP-DR-A-ND-D-25-XX-01-01 National Deck - Demolition NE & SE
Elevations P01; 1819-SPP-DR-A-ND-D-25-XX-01-02 National Deck - Demolition NW &
SW Elevations P01.

Demolition Sections

1819-SPP-DR-A-GD-D-26-XX-01-01 Grand Deck - Demolition Sections S1 & S2 P01;
1819-SPP-DR-A-ND-D-26-XX-01-01 National Deck - Demolition Sections S1 & S2 P01.

Demolition Area Schedule

1819-SPP-SC-A-TD-D-80-0001 Demolition Area Schedule P01.

Proposed Site

1819-SPP-DR-A-TD-P-00-XX-01-01 Proposed Site Plan P01.

Proposed Plans

1819-SPP-DR-A-GD-P-20-0G-01-01 Grand Deck - Proposed Level 0G Floor Plan P01;
1819-SPP-DR-A-GD-P-20-01-01-01 Grand Deck - Proposed Level 01 Floor Plan P02;
1819-SPP-DR-A-GD-P-20-0R-01-01 Grand Deck - Proposed Roof Plan P01;
1819-SPP-DR-A-ND-P-20-0G-01-01 National Deck - Proposed Level 0G Floor Plan
P01; 1819-SPP-DR-A-ND-P-20-01-01-01 National Deck - Proposed Level 01 Floor Plan
P01; 1819-SPP-DR-A-ND-P-20-0R-01-01 National Deck - Proposed Roof Plan P01.

Proposed Elevations

1819-SPP-DR-A-GD-P-25-XX-01-01 Grand Deck - Proposed NE & SE Elevations P01;
1819-SPP-DR-A-GD-P-25-XX-01-02 Grand Deck - Proposed SW & NW Elevations P01;
1819-SPP-DR-A-GD-P-25-XX-01-01 National Deck - Proposed NE & SE Elevations
P01; 1819-SPP-DR-A-ND-P-25-XX-01-02 National Deck - Proposed NW & SW
Elevations P01; 1819-SPP-DR-A-EH-P-25-XX-01-01 Entrance Hall - Axonometric Views
P01; 1819-SPP-DR-A-GD-P-25-XX-01-11 Grand - Hospitality Room & Additional
Elevation - Phased P01

Proposed Sections

1819-SPP-DR-A-GD-P-26-XX-01-01 Grand Deck - Proposed Sections S1 & S2 P01;
1819-SPP-DR-A-GD-P-26-XX-01-02 Entrance Box Evolution from Existing to Proposed
Phase P01; 1819-SPP-DR-A-ND-P-26-XX-01-01 National Deck - Proposed Sections S1
& S2 P01; 1819-SPP-DR-A-EH-P-26-XX-01-01 Proposed New Front Box Sections P01.

Proposed Details

1819-SPP-DR-A-GD-P-21-XX-01-01 Grand-Deck - Proposed Details S1; 1819-SPP-
DR-A-GD-P-21-XX-01-02 Grand-Deck - Proposed Details S2; 1819-SPP-DR-A-ND-P-
21-XX-01-01 National-Deck - Proposed Details S1; 1819-SPP-DR-A-ND-P-21-XX-01-02
National-Deck - Proposed Details S2; 1819-SPP-DR-A-EH-P-21-XX-01-03 Entrance
Hall - Proposed Details 01; 1819-SPP-DR-A-EH-P-21-XX-01-01 Entrance Hall -
Proposed Details 02; 1819-SPP-DR-A-EH-P-21-XX-01-02 Entrance Hall - Proposed
Details 03.

Proposed Stair & Balustrate Details

1819-SPP-DR-A-GD-P-24-XX-01-01 Grand-Deck - Proposed Stair Details S1; 1819-
SPP-DR-A-GD-P-24-XX-01-02 Grand-Deck - Proposed Stair Details S2; 1819-SPP-DR-

A-GD-P-24-XX-01-03 Grand-Deck - Proposed Balustrate Details S1; 1819-SPP-DR-A-GD-P-24-XX-01-04 Grand-Deck - Proposed Balustrate Details S2; 1819-SPP-DR-A-ND-P-24-XX-01-01 National-Deck - Proposed Stair Details S1; 1819-SPP-DR-A-ND-P-24-XX-01-02 National-Deck - Proposed Stair Details S2; 1819-SPP-DR-A-ND-P-24-XX-01-03 National-Deck - Proposed Balustrate Details; 1819-SPP-DR-A-ND-P-24-XX-01-04 National-Deck - Proposed Balustrate Details S2.

Proposed Ceiling Plans & Ceiling Details

1819-SPP-DR-A-GD-P-35-0G-01-01 Grand-Deck - Proposed Level 0G Reflected Ceiling; 1819-SPP-DR-A-GD-P-35-01-01-02 Grand-Deck - Proposed Level 01 Reflected Ceiling; 1819-SPP-DR-A-GD-P-35-XX-01-10 Grand-Deck - Proposed Ceiling Details S1; 1819-SPP-DR-A-GD-P-35-XX-01-11 Grand-Deck - Proposed Ceiling Details S2; 1819-SPP-DR-A-ND-P-35-0G-01-01 National-Deck - Proposed Level 0G Reflected Ceiling; 1819-SPP-DR-A-ND-P-35-0G-01-02 National-Deck - Proposed Level 01 Reflected Ceiling; 1819-SPP-DR-A-ND-P-35-XX-01-10 National-Deck - Proposed Ceiling Details S1; 1819-SPP-DR-A-ND-P-35-XX-01-11 National-Deck - Proposed Ceiling Details S2.

Proposed Lifts

1819-SPP-DR-A-GD-P-75-XX-01-01 Grand-Deck - Proposed Lift Details; 1819-SPP-DR-A-GD-P-75-XX-01-02 Grand-Deck - Proposed Lift Elevations; 1819-SPP-DR-A-ND-P-75-XX-01-01 National-Deck - Proposed Stair Details S2; 1819-SPP-DR-A-ND-P-75-XX-01-02 National-Deck - Proposed Lift Elevations.

Reason: To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans, in accordance with Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9 and 7.21 of the London Plan 2016 and Policies DC1, DC2, DC3, DC4 and DC8 of the Local Plan 2018.

5. Business and Community Liaison Groups

For the duration of the works hereby approved and up to two years after occupation of the final Phase of development, the applicant will establish and maintain Business and Community Liaison Groups having the purpose of:

- (i) informing nearby residents and businesses of the programme of works for the Development;
- (ii) informing nearby residents and businesses of progress of each Phase;
- (iii) informing nearby residents and businesses of appropriate mitigation measures being undertaken as part of the Development;
- (iv) informing nearby residents and businesses of considerate methods of working such as working hours and site traffic;
- (v) providing advanced notice of exceptional hours of work, if and when appropriate;
- (vi) providing nearby residents and businesses with an initial contact for information relating to each Phase of works for the Development and

procedures for receiving/responding to comments or complaints regarding the Development with the view of resolving any concerns that might arise;

- (vii) providing telephone contacts for nearby residents and businesses 24-hours daily throughout each Phase of works for the Development; and
- (viii) producing a leaflet prior to each Phase of the Development for distribution to nearby residents and businesses, identifying progress of the Development and which shall include an invitation to register an interest in the Liaison Groups.

The terms of reference for the Business and Community Liaison Groups shall be submitted to the Council for approval prior to Commencement of any works on site. The Business and Community Liaison Groups shall meet at least once every quarter for the first year, and at least twice a year until completion.

Reason: To ensure satisfactory communication with residents, businesses, and local stakeholders throughout the construction of the development, in accordance with the Policies CC11, CC12, CC13, DC2, T7 and CF3 of the Local Plan 2018.

6. Hoardings

Prior to commencement of development a scheme including detailed drawings in plan, section, and elevation for temporary fencing and/or enclosure of the site shall be submitted to and approved in writing by the Council. The temporary fencing and/or enclosure shall be painted timber and must be erected prior to commencement of each phase in accordance with the approved details. The temporary fencing and/or enclosure shall thereafter be retained for the duration of the demolition and building works in accordance with the approved details. No part of the temporary fencing and/or enclosure of the site shall be used for the display of advertisement hoardings, unless consent is sought from the Council.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan, Policy DC1 and DC8 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

7. Demolition Method Statement

(i) Prior to commencement of demolition works of each Phase (excluding Enabling Works) a Demolition Method Statement for that Phase shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works.

(ii) No demolition, within each Phase, shall commence until a risk assessment based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition) has been undertaken and a method statement for

emissions control (including an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring) for that Phase has been submitted to and approved in writing by the council. The appropriate mitigation measures to minimise dust and emissions must be incorporated into the site-specific Demolition Method Statement and Construction Management Plan. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Demolition works shall be undertaken in accordance with the approved details.

Reason: To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting or other emissions from the building site in accordance with policies 5.18, 5.19, 5.20, 5.21, 5.22 and 7.14 of the London Plan, Policies DC1, DC2, CC6, CC7, CC10, CC11, and CC12 of the Local Plan 2018.

8. Demolition Logistics Plan

Prior to the commencement of each phase of the development hereby approved a Demolition Logistics Plan (DLP) covering that Phase has been submitted to and approved in writing by the Council.

The works shall be carried out in accordance with the approved DLP for each Stage identified above and shall cover the following minimum requirements:

- the estimated number, size and routes of demolition and construction vehicles per day/week;
- details of a Low Emission Vehicle Strategy;
- details of the access arrangements and delivery locations on the site;
- details of any vehicle holding areas; and
- other matters relating to traffic management to be agreed as required.

The DLP shall identify efficiency and sustainability measures to be undertaken for the works. The approved details shall be undertaken in accordance with the terms and throughout the period set out in the DLP.

Reason: To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site in accordance with Policies 6.11 and 6.12 of the London Plan and T1, T6 and T7 of the Local Plan 2018.

9. Construction Management Plan

Prior to commencement of each phase of the development hereby approved (excluding Enabling Works), a Construction Management Plan covering that phase shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800-1300hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. The construction management plan should include the details for all the relevant foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent). Approved

details for each relevant phase, or part thereof shall be implemented throughout the project period.

Reason: To ensure that occupiers of surrounding premises are not adversely affected by noise, vibration, dust, lighting, or other emissions from the building site in accordance with policies 5.18, 5.19, 5.20, 5.21 and 5.22 of the London Plan, Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan 2018 and Key Principles of the Planning Guidance SPD (2018).

10. Construction Logistics Plan

Prior to commencement of each phase of the development hereby approved (excluding Enabling Works), a Construction Logistics Plan for that Phase shall be submitted to and approved in writing by the Council. The method statement /construction management plan should include the details for all the relevant foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent). The development of the relevant Phase shall be carried out in accordance with the relevant approved Construction Logistics Management Plan unless otherwise agreed in writing with the Council. Each Construction Logistics Plan shall cover the following minimum requirements:

- site logistics and operations;
- construction vehicle routing;
- contact details for site managers and details of management lines of reporting;
- detailed plan showing phasing;
- location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking;
- storage of any skips, oil and chemical storage etc.; and
- access and egress points;
- membership of the Considerate Contractors Scheme.

Reason: To ensure that no unacceptable adverse effect on the amenity of surrounding occupiers in accordance with Policies 6.11 and 6.12 of the London Plan and T1, T6 and T7 of the Local Plan 2018.

11. Preliminary Risk Assessment Report

No development (except Enabling Works) shall commence within each Phase of development until a preliminary risk assessment report for that Phase is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

12. Site Investigation Scheme

No development (except Enabling Works) shall commence within each Phase of development until a site investigation scheme for that Phase is submitted to and approved in writing by the Council. This scheme shall be based upon and target the risks identified in the approved preliminary risk assessment for that Phase and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface, and groundwater. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

13. Quantitative Risk Assessment Report

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development (except Enabling Works) shall commence within each Phase of development, following a site investigation undertaken in compliance with the approved site investigation scheme, a quantitative risk assessment report is submitted to and approved in writing by the Council. This report shall: assess the degree and nature of any contamination identified on the site through the site investigation; include a revised conceptual site model from the preliminary risk assessment based on the information gathered through the site investigation to confirm the existence of any remaining pollutant linkages and determine the risks posed by any contamination to human health, controlled waters and the wider environment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

14. Remediation Method Statement

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development (except Enabling Works) shall commence within each Phase of development until, a remediation method statement for that Phase is submitted to and approved in writing by the Council. This statement shall

detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved quantitative risk assessment. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

15. Verification Report

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development (except Enabling Works) shall commence within each Phase of development until the approved remediation method statement for that Phase has been carried out in full and a verification report confirming these works has been submitted to, and approved in writing, by the Council. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. If, during development, contamination not previously identified is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. Any required remediation shall be detailed in an amendment to the remediation statement and verification of these works included in the verification report. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

16. Onward Long-Term Monitoring Methodology Report

Unless the Council agree in writing that a set extent of development must commence to enable compliance with this condition, no development (except Enabling Works) shall commence within each Phase of development until an onward long-term monitoring methodology report is submitted to and approved in writing by the Council where further monitoring is required past the completion of development works to verify the success of the remediation undertaken. A verification report of these monitoring works shall then be submitted to and approved in writing by the Council when it may be demonstrated that no residual adverse risks exist. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. This condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works, in accordance with Policies CC9 and CC13 of the Local Plan 2018 and SPD Key Principles LC1 to LC7 2018.

17. Piling Method Statement

No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out within each Phase (where relevant) including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Council in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To prevent any potential to impact on local underground water and sewerage utility infrastructure, in accordance with Policies 5.14 and 5.15 of the London Plan, Policies CC3 and CC5 of the Local Plan 2018. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

18. External noise from machinery, extract/ventilation ducting, mechanical gates.

Prior to commencement of the relevant part of each Phase of the development (excluding Enabling Works and Phase 1), details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/ equipment will be lower than the lowest existing background sound level by at least 10dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery for that relevant part of the Phase operating together at maximum capacity. A post installation noise assessment for the relevant part of each Phase shall be carried out where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details for the relevant part of each Phase shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from plant/mechanical installations/ equipment, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

19. Anti- vibration mounts and silencing of machinery.

Prior to first operational use of any part of the development within each Phase, any machinery, plant or equipment, extract/ ventilation system and ducting forming part of that Phase at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration, in accordance with Policies CC11 and CC13 of the Local Plan 2018.

20. Air Quality Dust Management Plan

Prior to the commencement of the development (excluding Enabling Works) of the development hereby permitted, an Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution shall be submitted to and approved in writing by the council. The AQDMP must include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development and is undertaken in compliance with the methodology contained within Chapter 4 of the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and the identified measures recommended for inclusion into the AQDMP. The AQDMP submitted must comply with the Mayor's SPG and should include: Inventory and Timetable of dust generating activities during demolition and construction; Site Specific Dust mitigation and Emission control measures in the table format as contained within Appendix 7 of Mayor's SPG including for on-road and off-road construction traffic; Detailed list of Non-Road Mobile Machinery (NRMM) used on the site. The NRMM should meet as minimum the Stage IV emission criteria of Directive 97/68/EC and its subsequent amendments. This will apply to both variable and constant speed engines for both NO_x and PM. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>; Ultra Low Emission Vehicle Strategy (ULEVS) for the use of on-road Ultra Low Emission Vehicles in accordance with the emission hierarchy (1) Electric (2) Hybrid (Electric-Petrol) (3) Alternative Fuel e.g. CNG, LPG (4) Petrol, (5) Hybrid (Electric-Diesel) (6) Diesel (Euro 6 & Euro VI); Details of Air quality monitoring of PM₁₀ where appropriate and used to prevent levels exceeding predetermined Air Quality threshold trigger levels. Developers must ensure that on-site contractors follow best practicable means to minimise dust and emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the demolition and construction Phases of the development.

Reason: To comply with the requirements of the NPPF, Policies 7.14a-c of the London Plan, and Policy CC10 of the Local Plan 2018

21. Delivery and Servicing Plan

Prior to first occupation of the development hereby permitted, a Delivery and Servicing Plan (DSP) for that Phase, including vehicle tracking where required, shall be submitted to and approved in writing by the Council. The DSP for the relevant part of each Phase shall detail the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the relevant Phase. The approved measures for the relevant part of each Phase shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in the relevant part of the site.

Reason: To ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy 6.11 of the London Plan and Policies T2, CC11 and CC13 of the Local Plan 2018 and SPD Key Principle TR28 (2018).

22. Materials

Prior to the commencement of the relevant part of each phase of the development (excluding Enabling Works), details and samples of all the materials to be used in all external faces and roofs of the buildings to include entrances, cladding, fenestration, roofing and plant, for that phase, shall be submitted to and approved in writing by Council. External material sample panels, including samples of brickwork, stonework, concrete, pointing style, mortar colour and mix shall be erected onsite for the inspection by Council's Conservation Officer and written approval by Council. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan and Policies DC1, DC2 and DC8 of the Local Plan 2018.

23. 1:20

Prior to the commencement of the relevant part of each phase of the development (excluding Enabling Works), detailed drawings at a scale not less than 1:20 (in plan, section, and elevation) of typical bays and junctions with adjacent buildings of each elevation of each building in that phase shall be submitted to and approved in writing by the Council. This shall include detailed drawings at of scale of not less than 1:20 (in plan, section and elevation) of shopfronts for any A Class uses on site. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan and Policies DC1, DC2 and DC8 of the Local Plan 2018.

24. Samples Hard landscaping

Prior to the commencement of the relevant part of each phase of the development hereby permitted, details and samples of all the materials to be used for any hard landscaping, street furniture and the public realm canopy for that phase shall be submitted to and approved in writing by the Council. The development shall be carried out in accordance with the details as approved and thereafter permanently retained in this form.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies 7.1 and 7.6 of the London Plan and Policies DC1, DC2 and DC8 of the Local Plan 2018.

25. Inclusive Access Management Plan

Prior to first occupation of the development, an Inclusive Access Management Plan shall be submitted to and approved in writing by the Council. The plan will include details of access, wheelchair accessible provision for exhibition spaces, hotel, restaurant, offices and entertainment venues, and facilities to accommodate hearing

and sight impairments at entertainment venues. The plan should set out a strategy for ongoing consultation with specific interest groups with regard to accessibility of the relevant part of the site. On-going consultation shall then be carried out in accordance with the approved IAMP. The development shall not be operated otherwise than in accordance with the Inclusive Access Management Plan as approved and thereafter be permanently retained in this form.

Reason: To ensure that the proposal provides an inclusive and accessible environment in accordance with Policy 7.2 of the London Plan and Policies DC1 and DC2 of the Local Plan 2018.

26. Level Threshold

The ground floor entrance doors to the proposed buildings and integral lift/stair cores shall not be less than 1-metre-wide and the threshold shall be at the same level as the adjoining ground level fronting the entrances to ensure level access.

Reason: To ensure the development provides ease of access for all users, in accordance with Policy 7.2 of the London Plan and Policies DC1 and DC2 of the Local Plan 2018.

27. Replacement of Trees, Shrubs and Planting

Any trees, shrubs or planting including works associated with green roofs or wall boundary planting pursuant to the soft landscape details that is removed, or seriously damaged, dying or diseased within five years of the date of planting shall be replaced in the next planting season with a similar size and species to that originally required to be planted.

Reason: To ensure a satisfactory external appearance in terms of the provision of tree and shrub planting, in accordance with Policies 7.1 and 7.6 of the London Plan, and Policies DC1, DC8, OS2 and OS5 of the Local Plan 2018.

28. Telecommunications Equipment (siting and details)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development), (England) Order 2015 or any Order revoking or re-enacting that Order with or without modification, no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the site, without planning permission first being granted.

Reason: To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered, in accordance with in accordance with Policies 7.6 and 7.8 of the London Plan, and Policies DC1 and DC8 of the Local Plan 2018.

29. Advertisements

No advertisements shall be displayed on or within any elevation of the Development (including inside windows), without details of the advertisements having first been submitted to and agreed in writing by the Council.

Reason: In order that any advertisements displayed on the building are assessed in the context of an overall strategy, to ensure a satisfactory external appearance and to preserve the integrity of the design of the building, in accordance with Policies DC1 and DC8 of the Local Plan 2018.

30. External Alterations

No alterations shall be carried out to the external appearance of the Development, including the installation of air-conditioning units, ventilation fans or extraction equipment, plumbing or pipes, other than rainwater pipes not shown on the approved drawings, without planning permission first being obtained. Any such changes shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and to prevent harm to the amenities of the occupiers of neighbouring residential properties, in accordance with Policies DC1 and DC8 of the Local Plan 2018.

31. Roller Shutters

No roller shutters shall be installed on any façade of the Development unless the details have been submitted to and approved in writing by the Council.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policies DC1, DC5, and DC8 of the Local Plan 2018.

32. Energy Statement

The development hereby permitted will be carried out in accordance with the Energy Statement submitted. No part of the development shall be used or occupied until it has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: In the interests of energy conservation and reduction of CO2 emissions, in accordance with Policies 5.1, 5.2, 5.3, 5.6 and 5.7 of the London Plan, Policy CC1 of the Local Plan 2018.

Justification for Approving the Application:

- 1) **Principle of Development:** It is considered that the proposed use and quantum of temporary floorspace would be within the current lawful use of the site and, subject to conditions limiting the time period and limiting the proposed Class D1 exhibition space to not be operational concurrently with Central Hall, would result in an overall neutral impact of the proposed operation of the site whilst enabling the delivery of the overall masterplan currently pending a decision and would not undermine the local or nearby centres. The proposed building works and entrance extension, subject to design and heritage assessment and a condition limiting the time period, is acceptable in principle. As such in principle the proposal would be in accordance with the NPPF, London Plan Policies 2.1, 4.1, and 4.6, Draft London Plan Policy HC5, and Local Plan Policies CF1, CF3 and TLC1.
- 2) **Design and Heritage:** It is considered that the proposals will deliver good quality architecture which optimises the capacity of the site with good quality good exhibition space. The height, scale and massing of the proposed built form is appropriate and provides a satisfactory design response to the site and surrounding townscape at its edges. The elevations have an architectural character which provides interest across the frontages. The relationship between the built form and public realm would assist in the creation of a sense of place. The harm to the designated heritage assets has been minimised as far as possible including by the quality of the design of the temporary mezzanine levels and the temporary entrance building and by avoiding intervention in the historic fabric of the building wherever possible. The magnitude of any harm identified has been assessed as less than substantial harm, it would be temporary in nature and proportionate to the scale of the extensive construction work required to deliver the masterplan. The less than substantial harm is considered to be outweighed by the public benefits that delivery of the masterplan would secure. It is considered that this is compliant with Section 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposed development is therefore considered acceptable in accordance with the NPPF, Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.21 of the London Plan and Policies DC1, DC2, DC4 and DC8 of the Local Plan (2018).
- 3) **Transport:** It is considered that the overall impact of the proposed development set out in the Transport Statement is acceptable. The proposed development therefore accords with Policies 6.1, 6.3, 6.9, 6.10, 6.11, 6.13 of the London Plan and Policies T1, T2, T3, T4, T5 and T7 of the Local Plan (2018).
- 4) **Impact on Neighbouring Properties:** The proposed development is considered to have an acceptable impact upon the amenities and living conditions within surrounding properties and planning conditions are secured to limit the additional impacts to arise out of the development, including those during construction and demolition phases. The proposed development is therefore considered to be acceptable and would be in accordance with policies 7.1, 7.6, 7.7 of the London

Plan and Policies DC1, DC2, DC8, CC10, CC11, CC12 and CC13 of the Local Plan (2018).

- 5) **Safety and Access:** The development would result in the provision of an inclusive environment, providing level access and suitable circulation space. The development will provide a high quality environment for disabled and impaired members of the community and the commitments within the Access Statement are positive and deliverable by way of conditions. As such the proposal will comply with Local Plan Policies DC1 and DC2 as well as Planning Guidance SPD Key Principles DA1, DA4, DA5, DA6, DA7, DA8, DA9, DA11, DA12 and DA13.
- 6) **Sustainability and Energy:** The temporary decking proposals will require an upgrading of the mechanical and electrical services with efficient Air Handling Units being used with other energy efficiency measures such as LED lighting and heat recovery. The new entrance building has an energy efficient design to manage solar gain and natural light and is passively ventilated and heating and cooling will be provided by renewable energy generation in the form of Air Source Heat Pumps. The proposed development therefore accords with Policies 5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 5.8 of the London Plan and Policies CC1, CC2 and CC7 of the Local Plan (2018).
- 7) **Drainage and Flood Risk:** This part of the Olympia site is in the Environment Agency's Flood Zone 2 with most of the site in Flood Zone 1. The proposed new floorspace is at mezzanine level and no basement level works are proposed, so groundwater and sewer flood risks are also low. As all but a small part of the proposed works relate to internal floorspace additions, there is no significant risk to flooding and no need to include additional flood resilience measures. The development would therefore be acceptable in accordance with the NPPF (2012), Policies 5.11, 5.12, 5.13, 5.14 and 5.15 of the London Plan and policies CC2, CC3 and CC4 in the Local Plan (2018).
- 8) **Land Contamination:** Conditions would ensure that the site would be remediated to an appropriate level for the sensitive residential and open space uses. The proposed development therefore accords with Policy 5.21 of the London Plan,
- 9) **Objections:** Whilst issues have been raised by objectors to the scheme it is considered, for the reasons explained in the detailed analysis, that planning permission should be granted for the scheme subject to appropriate safeguards to ensure that necessary controls and mitigation measures are established. This decision is taken on the basis of the proposed controls, mitigation measures and delivery commitments contained in the draft conditions set out in this committee report, which are considered to provide an adequate framework of control to ensure as far as reasonably practicable that the public benefits of the scheme will be realised in accordance with relevant planning policies whilst providing the mitigation measures and environmental improvements needed to address the likely significant adverse impacts of the development.
- 10) **Conditions:** In line with the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, officers have consulted the applicant on the pre-commencement conditions included in the agenda and the applicant has raised no objections.

OFFICER REPORT

1.0 BACKGROUND

1.1. This report should be read in together with, and provides the assessment for, the application for listed building consent under reference 2019/01434/LBC.

1.2. Site and Designations Context

1.3. The application site has an area of some 2.4 hectares while the Olympia site as whole is some 4.6 hectares and is bound by Hammersmith Road to the south, the western edge of Olympia Way the east, Maclise Road to the north and Beaconsfield Terrace Road and Blythe Road to the west. The western boundary at the currently vacant site known as G-Gate to the south-west corner of the site is bound by a spur road from Blythe Road called Lyons Walk, which also features a pedestrianised area onto Hammersmith Road; it is this part that adjoins the office building at 66 Hammersmith Road to the west. To the east of the site is Olympia Way which forms the borough boundary with the Royal Borough of Kensington and Chelsea and features Kensington Olympia Station, originally built to serve the site and served by Overground and limited District Line trains.

1.4. Olympia comprises a series of buildings that together form the site and the overall use:

- Grand Hall to the east onto Olympia Way. Grade II*.
- Pillar Hall, to the north of Grand Hall onto Olympia Way; together these form the original buildings. Grade II *.
- National Hall to the south-east corner onto Olympia Way to the east and Hammersmith Road the south. Grade II.
- Central Hall to the southern boundary on Hammersmith Road. Grade II.
- Maclise Road Multi-storey Car Park to the north onto Maclise Road. Grade II.
- G-Gate to the south-west corner onto Hammersmith Road/Lyons Walk and adjoining Central Hall to the east. The site is currently vacant and forms part of the logistics for the site accessed from Blythe Road.
- West Hall to the west onto Blythe Road.
- L-Yard to the west onto Blythe Road, the car park adjoins to the north with West Hall to the south. This goes through to the rear of Pillar Hall and forms part of the logistics for the site from Blythe Road.

1.5. Grand Hall, National Hall, Central Hall and West Hall form the four exhibition spaces for Olympia and together form almost the entirety of the southern and eastern boundaries. The first two are of similar appearance with large span vaulted glass roofs, Central Hall is later and is of an art deco design from 1923. West Hall provides additional exhibition space and has been significantly rebuilt.

- 1.6. The site is located within the Olympia and Avonmore Conservation Area, as well as the Heathrow Safeguarding Zone. A number of buildings are subject to statutory listing as set out above. Adjoining the site to the north is the Lakeside, Sinclair and Blythe Road Conservation Area, typified by a consistent residential character. To the southern boundary is the Dorcas Estate Conservation Area and to the west the Brook Green Conservation Area which features a mixture of residential streets and larger commercial buildings.
- 1.7. The site lies within Flood Zones 1, 2 and 3, an Archaeological Priority Area and within a borough-wide designated Air Quality Management Area (AQMA). The site has a Public Transport Accessibility Level (PTAL) of between 5 and 6a, as well as Kensington Olympia the site is in close proximity to Barons Court and West Kensington underground stations. Bus services operate at multiple stops on Hammersmith Road. The site is not within any key views at a London or local level.
- 1.8. Olympia Way, which is not part of this application and forms part of the proposals under the associated outline application, is not a public highway but does have one way north bound vehicular access onto Maclise Road from Hammersmith Road. Olympia Way is owned by Network Rail with Olympia having a long term leasehold. Maclise Road is one way through to Hazlitt Road to the west, with Sinclair Road being one way southbound onto Maclise Road. Blythe Road is a two way highway which becomes one way westbound to the west to joining Hazlitt Road, and one way southbound from Maclise Road.

Site Context and History

- 1.9. The Olympia site forms its own sub area within the Olympia and Avonmore Conservation Area to the north of Hammersmith Road. The Conservation Area boundaries are tightly drawn around the Olympia site, the former Whiteley's depository at Kensington Village and the highly ornamental residential terraces and later mansion blocks that were developed with the expansion of the London suburbs to west of the West London Railway line along the important route of Hammersmith Road. Many of the buildings in the Conservation Area, including the mansion blocks on the south side of Hammersmith Road facing Olympia, are designated as Buildings of Merit.
- 1.10. The northern side of Hammersmith Road is characterised by a mix of uses involving building types of a larger scale than the buildings and terraces on the southern side of Hammersmith Road. This relationship was established in the beginning of the 20th Century when the Lyons factory complex developed at Cadby Hall, the Post Office Savings Bank Headquarters was built on Blythe Road and the Olympia Exhibition Centre expanded to the south facing Hammersmith Road. Later in the 20th Century large scale mansion blocks and office buildings were built along the north side of Hammersmith Road leading to the town centre, with a general height of up to 8 storeys. The Olympia buildings conform to this general scale of development and provide a prominent frontage to the north side of Hammersmith Road.
- 1.11. The land adjacent to the West London Line has historically included buildings of greater scale and massing than the surrounding residential terraces. The

Kensington Village complex to the west of the West London Line and south of the application site is an example of large scale Victorian warehousing now converted to office use, visible from West Cromwell Road on a key radial route into Central London. On the east side of the West London Line in RKBC, the postwar office buildings of Charles House on the south side of Kensington High Street provided significant scale and massing in the townscape. The Charles House site has recently been redeveloped for residential led mix use development and is now known as 375 Kensington High Street. The 12 storey apartment buildings on the Kensington High Street frontage are clearly visible across the railway line in views from the application site. The development also includes a residential tower, set further into the street block, of 17 storeys. To the north of Kensington High Street, on the east side of the West London Line and directly opposite Olympia, former railway land has been redeveloped and incorporates residential blocks of up to 7 storeys.

- 1.12. There are a number of other conservation areas in the vicinity. Dorcas Estate Conservation Area, to the south-west of the site can be seen in close context to Olympia, in particular the Grade II listed terrace at Nos. 99-119 Hammersmith Road on the southern side of the Hammersmith Road that is framed by terraces designated as Buildings of Merit. To the north-west, Olympia shares boundaries with Brook Green and Lakeside/Sinclair/Blythe Road Conservation Areas. The former includes the imposing Blythe House, a multi-winged late Victorian/early 20th Century development listed in part at Grade II, and the latter includes a Victorian townscape of densely populated terraces opposite Olympia's multi-storey car park. On these north-western boundaries, Olympia's buildings largely follow the streets and are in close proximity to their neighbours, but there is a perceived lack of interaction between opposite frontages, due to the inactive frontages of the Olympia buildings.
- 1.13. Despite the close proximity with the diverse residential and commercial neighbourhood, the group of exhibition halls and associated structures clearly stands out from its townscape context due to the building typology and associated façade treatments as well as the greater height and scale of the buildings. The large scale of the barrel-vaulted roofs of the Grand Hall and National Hall are evident in views of the eastern elevation of the site from Olympia Way, Addison Bridge and from within RBKC. The scale of the Grand Hall barrel-vaulted roof is also highly visible from Blythe Road, Beaconsfield Terrace Road and Sinclair Road. The east elevation is the historic main frontage, as most people would have arrived by train at Kensington Olympia Station. The primary and secondary frontages of the site are clearly legible, and the Olympia buildings have a landmark status in the surrounding townscape. Olympia clearly forms a historically evolved, unique part of the townscape, albeit one that could be better integrated, animated and utilised.

History and development of the exhibition function

- 1.14. Before its development the site was part of the market gardens located just outside London to serve its population with fresh produce. Due to its location alongside the expanding railway and Kensington Olympia Station, as well as on one of the major roads leading into London, the easily accessible site was chosen in the early 1880s to host the National Agricultural Hall, a larger version of the Royal Agricultural Hall in Islington.

- 1.15. The Grand Hall opened on Boxing Day in 1886, with an opening show from the Paris Hippodrome Company. At its opening, Olympia was the largest uninterrupted floorspace in the country and could seat up to 9000 people. The Grand Hall incorporates a gallery at first floor level and function rooms front Olympia Way. The adjacent Pillar Hall provided an ancillary entertainment and hospitality venue with two large halls stacked on top of one another. The pillared hall itself is at upper ground floor level and connected to Grand Hall by a link bridge, the upper hall at first floor level has the characteristics of a music hall, with a gallery and proscenium and was used for early displays of cinematography.
- 1.16. The use of the hall as the largest venue in England expanded quickly beyond the staging of agricultural or military shows to include exhibitions, tournaments, sporting competitions and entertainments of various kinds. Before subsequent phases of Olympia and nearby houses were constructed, pleasure gardens were laid out on the undeveloped areas of the original site, for events and promenading during the summer months, emphasising Olympia as an entertainment destination and not just a functional space for one-off events.
- 1.17. The second phase of Olympia, The National Hall, was built in 1923 on the site of a detached house and three pairs of semi-detached houses at the eastern half of West Kensington Gardens and opened in time for the Ideal Home Exhibition in March 1923. It complemented the original building with a smaller scale hall, function rooms, offices, kitchen and storage rooms as well as a substantial new restaurant space at ground floor level facing Hammersmith Road. The spaces in the National Hall were designed to enable internal links with the Grand Hall on both the main floor and gallery levels if required.
- 1.18. By 1937, a major new hall, the Empire Hall, and the multi-storey car park were completed by Emberton in the style of the modern movement in architecture. Functionally the Empire Hall, now known as Olympia Central, was the first four storey exhibition building ever erected in the country, with the aim to provide a maximum of new exhibition floorspace, quite unlike the vast barrel vaulted spaces at Grand Hall and National Hall.
- 1.19. After both World Wars, during which Olympia was mainly used as a temporary camp for prisoners of war, the buildings went back into use for major tournaments, shows, concerts and exhibitions, e.g. the Ideal Home exhibition that it still hosts today.
- 1.20. During the latter half of the 20th Century until the present day, Olympia has remained a popular venue and it retains an important role in the cultural life of the nation. Olympia is the only surviving major exhibition centre in Central London and makes a valuable contribution to London's economy and status as a World City.

1.21. Planning History

- 1.22. The site has a long planning history, the most relevant of which are considered to be as follows.

Olympia

1.23. 2018/03100/FUL, 2018/03101/LBC and 2018/03102/OUT – The Planning Applications and Development Control Committee resolved to grant full planning permission, listed building consent and outline planning permission (Olympia Way) on 30th January 2019 subject to conditions, legal agreement, no contrary direction from the Mayor of London or Secretary of State. These applications comprise the redevelopment of Olympia as a whole as follows:

- Central Hall - demolition with retention of listed façade to Hammersmith Road, erection of new ground plus 12 storey building for office, exhibition, flexible retail, and flexible office/conference uses; new site-wide logistics centre, car/cycle parking at two new basement levels
- G-gate site - erection of ground plus 9 upper storeys building with two levels of basement for use as a theatre, exhibition and flexible restaurant/bar use at ground/level 2 and roof level
- National Hall - three storey roof-level extension for use as hotel, additional exhibition space and flexible exhibition/restaurant/bar use
- West Hall - alterations and extension to provide two additional storeys for use as live music and performance space
- Maclise Road Multi Storey Car Park - partial demolition, alterations and extension for use as hotel, cinema, and flexible co-working/conference use
- Grand and National Halls - demolition of existing accommodation and circulation spaces between halls and construction of new Level 2 public realm deck with glazed canopy comprising flexible retail uses
- Pillar Hall - alterations for use of building for restaurant/bar with ancillary live music
- Grand Hall – additional internal floorspace for exhibition space and flexible exhibition/restaurant/bar use;
- Public realm and landscaping with new pedestrian, vehicular and pedestrian accesses and internal routes.
- Plant and energy centres

Olympia Way outline application:

- Demolition of the existing building adjacent to the station entrance and the erection of buildings up to 4 storeys in height for flexible uses Class A1 retail, Class A2 professional services, Class A3 restaurant, Class A4 drinking establishment, Class B1 offices and Class D1 exhibition/community use
- New public realm and pedestrianisation of Olympia Way
- Landscaping and associated works

1.24. On 8th July 2019 the Mayor of London determined that he was content for Hammersmith and Fulham Council to determine the applications and did not wish to direct refusal or call in the application. In summary the Mayor has commented that:

- Land use principle: The proposals to regenerate Olympia Exhibition Centre as a major visitor attraction, and new business, leisure and cultural quarter, are strongly supported. On-site and off-site affordable

workspace has been secured, as well as a package of training, employment, and community benefits.

- Design and heritage: Design supported. The harm caused to heritage assets is less than substantial and is outweighed by the significant benefits of the proposals.
- Transport: Planning obligations and conditions have been agreed to mitigate the site-specific transport impacts of the development and these make the application acceptable in strategic transport planning terms.

- 1.25. On 9th July the Secretary of State was informed of the Council's intention to grant planning permission and listed building consent together with the Mayor's direction to proceed subject to any action by the Secretary of State. A response from the National Planning Casework Unit is currently awaited.

G-Gate

- 1.26. 2013/03806/FUL – Permission granted 2nd July 2014 for the erection of a part 7 and part 9 storey hotel building (Class C1) providing 242 bedrooms with ancillary uses, including a restaurant and bar at first floor level and café at ground floor level to Hammersmith Road, following demolition of the existing boundary treatments on the site; creation of a taxi-drop off facility and landscaping on Lyons Walk. A ground level marshalling yard for use by Olympia Exhibition Centre would be retained and internal pedestrian links to the Olympia Central and West Hall buildings of Olympia Exhibition Centre would be created. Associated Listed Building Consent under ref. 2013/03807/LBC granted for alteration and part removal of the west façade of Central Hall.
- 1.27. 2008/00547/FUL – Permission granted 17th August 2010 for the erection of a part 7, part 9 and part 10 storey building over a ground level marshalling yard for Olympia Exhibition Centre, to provide a 259 unit apart-hotel (C1 use), including a 69.5sqmm unit at ground floor level for A1, A3 or A4 use. This 2008 application was called in by Secretary of State on 23rd October 2008 following the Committee's resolution to grant permission, as it was considered by him that the proposed development may conflict with national policies. The application was the subject of a public inquiry, where permission was granted, subject to conditions and a legal agreement on 3rd December 2009.

Pillar Hall

- 1.28. 2014/03163/FUL – permission granted 10th November 2014 for the change of use of the ground floor of Pillar Hall and the Olympia Room from exhibition centre (Class D1) to restaurant use (Class A3); demolition of existing ground floor link buildings and brick wall between Pillar Hall and Grand Hall and erection of a two storey glazed link building between Grand Hall and Pillar Hall to accommodate new entrance and kitchen facilities together with new front stone steps, lift and railings; Removal of non-original canopy at the front elevation of Pillar Hall entrance; Existing window at ground floor level on the north elevation of Pillar Hall to be reinstated; installation of metal mesh to screen plant; creation of an external eating/drinking area fronting Olympia Way.
- 1.29. 2010/02183/FUL – permission granted 16th December 2010 for the change of use and external alterations to Pillar Hall for provision of a restaurant (Class A3)

on ground floor level, with offices (Class B1) on mezzanine, first and second floors, ancillary storage at basement level; alterations to Olympia Way entrance, alterations to north, south and west elevations including creation of window openings; erection of two storey side (south flank) extension, between the Grand Hall and Pillar Hall incorporating a replacement bridge link to Pillar Hall at first floor level; alterations to the existing link bridge at ground floor level and a plant area screened with a metal mesh screen; alterations to north elevation of Grand Hall, relocation of the wall to the north of Pillar Hall, together with revised servicing arrangements.

- 1.30. 2010/02184/LBC – consent granted 17th December 2010 for the refurbishment and alterations to Pillar Hall, including demolition of single storey link extension between Grand Hall and Pillar Hall; erection of a two storey side (south flank) extension to accommodate entrance and kitchen facilities, replacement bridge link to Pillar Hall at first floor level, alterations to the existing link bridge at ground floor level and a plant area screened with a metal mesh screen; insertion of mezzanine office floor at second floor level; creation of staircase linking first floor to the new second floor; second floor balustrade exposed and cleaned; removal of modern partitions; alterations to existing staircore including insertion of lift; replacement of first floor link to Grand Hall; works associated with foundation enlargements at basement level; creation of window openings on north, south and west elevations; removal of entrance canopy to Olympia Way and replacement steps incorporating lift; facade cleaning and repair; creation of a link to the Grand Hall and associated alterations to window opening on north elevation, demolition and relocation of boundary wall on the north side of Pillar Hall, and associated internal alterations.
- 1.31. 2013/03868/FUL and 2013/3869/LBC – permission and consent granted 19th February 2014 for the demolition of the existing entrance building and security building along with all associated structures and replacement with a new entrance building, hard and soft landscaping, restoration works to the existing to listed building, to entrance building, hard and soft landscaping, restoration works to the existing to listed building, together with plant and equipment.

West Hall

- 1.32. 2010/02165/FUL and 2010/02181/LBC – permission and consent granted 13th October 2010 for Internal alterations to ground floor of Olympia II building to create a marshalling facility and loading/unloading bays including removal of escalators and stairs from ground to first floor; infilling of remaining first floor lightwell, demolition of internal wall between exhibition hall and yard and demolition of internal walls between yard and Hospital Avenue, removal of two storey blockwork office building in yard, creation of new vehicular opening to Portcullis Avenue with roller shutter and erection of partition walls at ground floor level to create operational facilities.
- 1.33. 2010/02180/FUL and 2010/02181/LBC – permission and consent granted 16th December 2010 for the erection of a two storey exhibition hall and conference facility (Class D1) at ground and first floor level of the West Hall behind the retained facade to Blythe Road, comprising a new visitor entrance on Blythe Road; alterations to existing pedestrian footpath and relocation of L-Yard perimeter wall and modifications to existing vehicular servicing arrangements

Central Hall

- 1.34. 2010/02185/LBC – consent granted 13th December 2010 for internal alterations to ground floor of Olympia II building to create a marshalling facility and loading/unloading bays including removal of escalators and stairs from ground to first floor; infilling of remaining first floor lightwell, demolition of internal wall between exhibition hall and yard and demolition of internal walls between yard and Hospital Avenue, removal of two storey blockwork office building in yard, creation of new vehicular opening to Portcullis Avenue with roller shutter and erection of partition walls at ground floor level to create operational facilities.
- 1.35. 2010/00288/LBC - consent granted 16th march 2010 for the Internal alterations including Infilling of the atrium / lightwell at first floor level of Olympia 2 building to create additional exhibition accommodation of 598sq.m, by inserting a steel and concrete floor; Existing cantilevered structured removed and a new glazed screen erected to separate the existing bar from the newly erected exhibition area; New light fittings and suspended ceiling to the new ceiling at ground floor level to match existing; Existing glazed handrails a first floor level removed and re-used to provide protection to the public.
- 1.36. 2010/01215/FUL - permission granted 14th September 2010 for the change of use of Olympia 2 level two from auction room (Sui Generis) to exhibition hall (class D1) and ancillary catering facilities.

Maclise Road MSCP

- 1.37. 2018/00745/FUL and 2018/00746/LBC – permission and consent granted 11th July 2018 for the change of use for a temporary period of 3 years, of part of the rooftop and Level 5B of the car park, to a restaurant use (Class A3) with the capacity for up to 500 people and ancillary services (Level 5B) including erection of a light-weight timber-framed roof extension; installation of ventilation extracts and 7no. air conditioning units at rooftop level; associated internal and external alterations and car and cycle parking facilities.

L-Yard

- 1.38. L-Yard is accessed from Blythe Road and is located between the Maclise Road MSCP and West Hall. Although it is historically part of the Olympia site, it is not within the application boundary and sits outside of the applicant's ownership.
- 1.39. 2019/01752/FUL and 2019/01753/LBC – applications submitted 7th June 2019, currently pending consideration, for internal and external physical alterations at L-Yard, comprising the provision of building housing switch-room and gas-meter room, provision of lift to rear of Grand Hall (Grade II-*), alteration of rear access point and associated works.
- 1.40. 2018/02319/FUL and 2018/02320/LBC – application withdrawn 7th November 2018. Proposal was for the erection of two additional floors; formation of a roof terrace at roof level; basement excavation, erection of a lift enclosure at ground floor level; erection of cycle and refuse storage and landscaping in connection

with change of use from a Gymnasium (Class D2) to a Hotel (Class C1) with an ancillary bar/restaurant at ground floor level.

- 1.41. 2006/01537/FUL (with 2006/01597/CAC and 2006/01596/LBC) – permission granted 26th September 2006 for the change of use of a four storey workshop within the Olympia complex to a health and fitness club (Class D2) and offices (Class B1) and associated internal and external alterations including the demolition of an existing storage shed.

2.0 PROPOSAL

The Current Application

- 2.1. The proposal seeks to temporarily provide, for a period of up to three years, exhibition floorspace within Grand and National Halls commensurate to that lost due to the demolition of Olympia Central through the implementation of applications ref. 2018/03100/FUL and 2018/03101/LBC once permission is granted subject to any action by the Secretary of State. Upon redeveloping Central Hall, the temporary floorspace and associated development would be removed.
- 2.2. Officers would draw Members' attention to Condition 2, which would prohibit the operation of the existing or proposed Central Hall exhibition floorspace at the same time as the temporary floorspace proposed under this application.
- 2.3. The current application seeks full planning permission and listed building consent for works comprising:
 - Temporary internal and external alterations to Grand Hall and National Hall including the creation of temporary single levels at gallery level within Grand and National Halls to create 8,600sqm additional temporary Class D1 exhibition floorspace to offset the existing floorspace being lost within Olympia Central during demolition as part of the delivery of pending planning permission ref 2018/03100/FUL and listed building consent ref. 2018/3101/LBC.
 - The demolition of the existing single storey entrance building on Olympia Way, external staircase to triumphal arch to Grand Hall and single storey security building onto Olympia Way.
 - Demolition of stonework within triumphal arch to Grand Hall to facilitate new opening between temporary building and first floor of Grand Hall and later reinstatement of original frieze within triumphal arch.
 - Demolition of existing accommodation and circulation spaces between Grand and National Halls at first floor level.
 - Erection of a two storey temporary entrance building fronting Olympia Way to provide main entrance to Grand Hall and to link Grand and National Halls at first floor level.
 - Temporary installation of service lifts between ground and first floor levels in Grand Hall and National Hall and associated temporary internal and external alterations.
 - Temporary removal of all balustrades at gallery level within Grand Hall and National Hall and later reinstatement.

- Temporary removal of internal wall between first floor refreshment room and gallery at first floor level within Grand Hall and later reinstatement.
- Temporary localised strengthening of floor at gallery level within Grand Hall.
- Installation of temporary toilet facilities at gallery level within Grand Hall and National Hall.
- Temporary alterations to plant at Grand Hall and temporary alterations to plant and rooflights at National Hall.
- Demolition of wall between gate piers at bricked up gateway between National Hall and Pillar Hall.

2.4. Listed Building Consent is also sought for the internal and external works proposed above under application ref. 2019/01434/LBC

2.5. In support of the planning application and Listed Building Consent the applicant has submitted the following documents:

- Application drawings
- Design and Access Statement
- Schedule of Works
- Heritage Statement
- Structural Report
- Construction Management Plan
- Energy Assessment Report
- Noise Assessment
- Flood Risk Assessment and Drainage Strategy
- Contamination Report
- Statement of Community Involvement
- Covering Letter (Planning Statement)
- Transport Assessment with Car Park Design and Management Plan; Framework Delivery and Servicing Plan; Framework Construction Logistics Plan and addendum
- Archaeological Desk-based Assessment

3.0 PUBLICITY AND CONSULTATIONS

Consultation Responses

3.1 Historic England: Do not wish to comment. The council is hereby authorised to determine the application for listed building consent as you think fit.

3.2 Historic England Archaeology: Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.

3.3 Royal Borough of Kensington & Chelsea (RBKC): No objection.

3.4 Network Rail: no objection.

- 3.5 TfL: It is understood that the intention of the proposal would be to re-provide space to temporary replacing the existing space to be demolished to facilitate the granted consent, therefore the capacity of exhibition space is not to be increased. Therefore, the Council shall impose planning condition that the temporary use of the proposal must cease when permanent spaces (by each of the element) have been re-provided. A Construction Logistics Plan, Delivering Servicing Plan shall be secured by condition and the applicant shall engage with Network rail, London Overground and London Underground. Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the Strategic Road Network (A315 Hammersmith Road).

Residents and Amenity Groups

- 3.6 The development has been advertised by means of a site notices posted around the site on 31st May 2019, press advert published 28th May 2019 and approximately 1155 individual notification letters sent to the occupiers of properties around the application site. 2 objections and 1 comment (Blythe House) have been received, with no responses from local amenity groups. The contents of these representations are summarised below.

Support

- 3.7 No representations have been received in support of the applications

Objection

- 3.8 2 objections received to date on the detailed application and 0 for the Listed Building Consent application. These have been summarised below:

- I don't see the value in this. It doesn't seem to be supporting in the protection of heritage assets, in particular the Grade II* Olympia Grand. The proposals significantly increase the coverage of the listed facade with a large building of no architectural merit in this context. Look at how great Kings Cross looked when all the rubbish was taken off the front. Surely the same thing here. Enough of these short-termist measures & wasting of materials.
- The proposals should be deemed unacceptable regarding planning policy protecting heritage assets, in particular the Grade II* Olympia Grand. The proposals significantly increase the coverage of the listed facade with a large building of no architectural merit in this context. The internal works require a detailed review of the harm they will cause to the listed asset with a proper independent assessment made. If, as suggested, the building is temporary the images provided indicate a durable concrete-framed structure designed for a lifespan much longer than 5 years. Any argument that the proposals are part of enabling works for a scheme outlined in applications 2018/3100/FUL and 2018/03101/LBC is not valid until those applications are finally approved. Therefore this application is at best premature. It would also set a precedent for retaining a structure against the face of the Olympia Grand and further delay any progress developing Olympia Way to provide the

public amenity promised in the applicant's publicity for the site. There seems to be no justification within planning policy and procedure for an approval.

Blythe House

- 3.9 The occupants of Blythe House, the British Museum, The Victoria and Albert Museum and the Science Museum, have submitted representations that as there appears to be little works proposed to the Blythe Road side of the Olympia site under this application, they do not have any significant comments on these particular works. They would like to remind the applicant and the Council, that there are artefacts of national significance and importance stored within neighbouring Blythe House. The Museums are currently decanting from Blythe House over the next three years with vehicles arriving and departing the site using Blythe Road, Hammersmith Road and Maclise Road which will cross over with the construction programmes at Olympia, they request for the Transport Statement and Framework Construction Logistics Plan to be updated and / or amended so as to take into account the decant programme, or details secured by condition cite the need to take these into account. Notwithstanding the above, it is requested that a condition is imposed to any consent that requires the applicant to consult with DCMS and The Museums prior to starting any works on site, in order to ensure a coordinated approach to construction related deliveries particularly as there is to be an intensification of the existing L-Yard and G-Gate logistics area. There should at no point be any closure of these identified roads during the decant phases of Blythe House that would delay The Museum's decant programme who are duty bound to vacate Blythe House in 2023.
- 3.10 Officer Comment: the applicant and the Highway Authority have been made aware of these comments and officers are engaged with the Museums and DCMS on their decant proposals. Condition 3 requires the establishment of a Community and Business Liaison Group which would engage with all local residents and businesses including Blythe House to discuss such matters and cooperate on solutions. Detailed Demolition Logistics, Construction Logistics and Delivery and Service Plans are secured by way of condition; details of relevant and nearby developments would be required to form part of those documents submitted for approval.

Public Engagement

- 3.11 The applicant held a public exhibition on Tuesday 23rd April 2019 with local stakeholders and a Statement of Community Involvement is submitted.

4.0 PLANNING POLICY FRAMEWORK

- 4.1 As 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.
- 4.2 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).

- 4.3 In this instance the statutory development plan comprises the London Plan (2016), the Local Plan 2018 and the Planning Guidance Supplementary Planning Document 2018 (hereafter referred to as Planning Guidance SPD). A number of strategic and local supplementary planning guidance and other documents are also material to the determination of the application.
- 4.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and was revised in 2018 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.
- 4.5 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.
- 4.6 The NPPF is aimed at safeguarding the environment while meeting the need for sustainable growth. It advises that the planning system should:
- a) plan for prosperity by using the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - b) plan for people (a social role) - use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being; and
 - c) plan for places (an environmental role) - use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy. The NPPF also underlines the need for councils to work closely with communities and businesses and actively seek opportunities for sustainable growth to rebuild the economy; helping to deliver the homes, jobs, and infrastructure needed for a growing population whilst protecting the environment.
- 4.7 The NPPF sets out a presumption in favour of sustainable development. For decision-taking this means:
- approving development proposals that accord with the development plan without delay; and
 - where the development plan is absent, silent or relevant policies are out of date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted.

Draft London Plan

- 4.8 The new draft London Plan was published on 29 November 2017. The Plan's consultation ended on 2 March 2018. The Examination in Public (EiP) opened on 15th January 2019 and publication of the new Plan is expected in the autumn of 2019. It is therefore considered that the new draft London Plan should be given limited weight at this stage in determining this application. In the interim, consideration shall be given to the London Plan (Consolidated with Further Alterations 2016).
- 4.9 With regards to this application, all planning policies in the National Planning Policy Framework (NPPF) 2018, London Plan 2016, Local Plan 2018 and Planning Guidance Supplementary Planning Guidance (SPD) which have been referenced where relevant in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's PSED. Therefore, the adopted planning framework which encompasses all planning policies which are relevant in officers' assessment of the application are considered to acknowledge protected equality groups, in accordance with the Equality Act 2010 and the Council's PSED.

5.0 PLANNING ASSESSMENT

The main considerations material to the assessment of this application have been summarised as follows:

- 5.1 Principle of Development and Land Use
- 5.2 Design and Heritage
- 5.3 Highways
- 5.4 Sustainability and Energy
- 5.5 Flood Risk and Drainage
- 5.6 Ground Contamination
- 5.7 Noise and Vibration
- 5.8 Accessibility

5.1 Principal of Development and Land Use

- 5.1.1. **The NPPF 2018** states that applications should be considered in the context of a presumption in favour of sustainable development which meets social, economic and environmental needs and that development proposals which accord with the development plan should be approved without delay. **Paragraph 118** sets out that planning should encourage effective use of land by reusing land which has been previously developed and promotes and supports the development of underutilised land and buildings. The NPPF also promotes mixed-use development, and encourages patterns of growth which focus significant development in locations which are, or can be made, sustainable.

- 5.1.2. **Paragraph 80** of the NPPF states that the planning system should place significant weight on the need to support economic growth and productivity with **Paragraph 81** requiring planning policies to set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth.
- 5.1.3. **London Plan Policy 2.1** states that the Mayor and the GLA group will ensure that London retains and extends its global role as a sustainable centre for business, innovation, creativity, health, education and research, culture and art and as a place to live, visit and enjoy. **London Plan Policy 4.1** supports the provision of a “strong, sustainable and increasingly diverse economy” across all parts of London.
- 5.1.4. **London Plan Policy 4.6** acknowledges the important role of culture in place-shaping and encourages the expansion of the cultural offer beyond central London, and the benefits that providing a diverse range of leisure and cultural facilities, other than eating and drinking, can generate. **Draft London Plan Policy HC5** seeks to support and protect London’s cultural venues, and support the development of new cultural venues, in town centres and areas of good public transport accessibility.
- 5.1.5. **Local Plan Policies CF1 and CF3** set out the council’s intention to improve the range of leisure, recreation, sports, arts, cultural and entertainment facilities in the borough including by protecting existing premises that remain satisfactory for their purposes and by seeking new or enhanced facilities where appropriate and viable. New and expanded venues should be accessible and inclusive and seek to address impacts such as noise, traffic and parking. Community uses themselves are defined broadly and can include education and training; health; emergency services; community halls, pubs and libraries; arts, cultural and entertainment uses including tourism, cinemas, theatres, museums, galleries, concert halls, music venues and pubs; leisure, recreation and sport.
- 5.1.6. **Local Plan Policy CF1** is clear that the council will work with its strategic partners to provide high quality and inclusive facilities and services for the community by improving the range of leisure, recreation, sports, arts, cultural and entertainment facilities by a) protecting existing premises that remain satisfactory for these purposes; b) supporting re-provision of facilities for existing users in outworn premises where opportunities arise; and c) seeking new or enhanced facilities where appropriate and viable including as part of major development proposals.
- 5.1.7. **Local Plan Policy CF3** supports the enhancement and retention of arts, cultural, entertainment and leisure uses. It requires proposals for new or expanded facilities to be acceptable in terms of noise, traffic, parking, and opening hours. Supporting text to the policy confirms that some facilities are open during the evening and night-time, helping to sustain a night-time economy through the inclusion of music venues, restaurants, pubs and bars.

Assessment

5.1.8. The proposal seeks to retain and develop the existing venue which is the only major exhibition space in central London following the closure of Earl's Court, which would enhance its capabilities and competitiveness as a major international exhibition and cultural venue. The purpose of the proposed development is offset the exhibition floorspace to be lost during redevelopment within Central Hall as a temporary measure to allow Olympia to continue function as major exhibition space during these works, should planning permission be granted under ref. 2018/03100/FUL and 2018/03101/LBC. The closure of Central Hall will result in an overall reduction of 23,414sqm of floorspace of which 7,652sqm is the functional, open floor area used for exhibitions.

5.1.9. The proposed uses by floor space and by location within the site is summarised as follows:

Table 1: Proposed and Existing Floorspace Olympia Grand

SQM GIA	Olympia Grand				
	Exhibition		Plant		Change
	Existing	Proposed	Existing	Proposed	
Roof	-	-	-	-	-
Level 01 Mezzanine	402	279	-	-	-123
Level 01	6,582	12,771	159	159	+6,189
Ground Mezzanine	200	200	-	-	0
Ground	13,091	12,930	82	82	-161
Basement	2,283	2,277	806	806	+6
Total	22,558	28,457	1,047	1,047	+5,899
Use Change	+5,899		0		

Table 2: Proposed and Existing Floorspace Olympia National

SQM GIA	Olympia National						
	Exhibition		Restaurant A3		Plant		Change
	Existing	Proposed	Existing	Proposed	Existing	Proposed	
Roof	-	-	-	-	1,769	1,769	0
Level 01 Mezzanine	-	-	-	-	-	-	-
Level 01	4,747	7,296	-	-	8	8	+2,549
Ground Mezzanine	72	72	-	-	-	-	0
Ground	6,028	6,198	979	979	-	-	+170
Basement	3,978	3,978	142	142	143	143	0
Total	14,825	17,544	1,121	1,119	1,920	1,920	+2,719
Use Change	+2,719		0		0		

Table 3: Proposed and Existing Floorspace Total

SQM GIA	Total Grand & National						
	Exhibition		Restaurant A3		Plant		Change
	Existing	Proposed	Existing	Proposed	Existing	Proposed	
Roof	-	-	-	-	1,769	1,769	0
Level 01 Mezzanine	402	279	-	-	-	-	-123
Level 01	11,329	20,067	-	-	167	167	+8,738
Ground Mezzanine	272	272	-	-	-	-	0
Ground	19,119	19,128	979	979	82	82	+9
Basement	6,261	6,255	142	142	949	949	+6
Total	37,383	46,001	1,121	1,121	2,967	2,967	+8,618
Use Change	+8,618		0		0		

- 5.1.10. The proposal sees no new Class A3 restaurant uses or plant, all of which stays in the current locations within the site with the plant being upgraded. A total of 8,618sqm of temporary Class D1 exhibition floorspace will be introduced at Level 01 across both Halls; 5,899sqm in Grand and 2,719sqm in National. This level is the current balcony level which would see the new decks introduced as infill elements with supports below. The minor increases and decreases in exhibition space at other levels are part of the delivery of this new area.
- 5.1.11. Whilst there would be an effective increase of 966sqm of exhibition floorspace compared to the current Central functional floor area, the quantum provided is the minimum required to maintain the current functionality of Olympia and is also driven by the infill sizes within National and Grand Halls. The overall Olympia operational space would be reduced as a result of the 23,414sqm of floorspace at Central Hall being temporarily lost. As such there would be no overall intensification of the site and the Class D1 exhibition use is the current lawful use of both Halls. An appropriately worded condition has been proposed by the applicant in discussion with officers and is included at Condition 2 that would prevent both the temporary space and Centre Hall operating at the same time.
- 5.1.12. It is therefore considered that the proposed land use and temporary quantum of floorspace proposed are acceptable within the existing lawful use and subject to the proposed condition limiting concurrent operation with Central Hall.

Building Works

- 5.1.13. The introduction of the first floor space within both Grand and National Halls, it proposed to create a two storey temporary entrance structure to the front of Grand and National Halls on Olympia Way. This is in order to facilitate the vertical and lateral movement of staff and freight to set up and breakdown the exhibition events as well as vertical transportation for visitors. The proposal will see the demolition of the existing modern single storey building to the front of Grand Hall.

- 5.1.14. The temporary entrance will provide vertical circulation into both halls at first floor level through a series of interconnecting bridge links at first floor level. The existing ground floor entrance into Grand Hall will be unchanged whilst National Hall will utilise the existing entrance on Hammersmith Road. In addition to the vertical circulation contained within the temporary entrance building, in order to serve the infill decks on level 1, the volume of freight delivery required to build up and break down the upper exhibition halls requires additional lifts to be temporarily installed at discreet and well placed internal locations whilst National Hall will have an opening between masonry piers for ease of reinstatement at the end of the meanwhile installation. An assessment of the design and heritage impacts and considerations is set out within section 5.3 of this report.
- 5.1.15. The principle of removing the existing single storey entrance building is accepted and the replacement with a larger structure for a temporary period of up to three years is considered acceptable subject to the design and heritage considerations.

Principle and Land Use Conclusion

- 5.1.16. It is therefore considered that the proposed use and quantum of temporary floorspace would be within the current lawful use of the site and, subject to conditions limiting the time period and limiting the proposed Class D1 exhibition space to not be operational concurrently with Central Hall, would result in an overall neutral impact of the proposed operation of the site whilst enabling the delivery of the overall masterplan currently pending a decision and would not undermine the local or nearby centres. The proposed building works and entrance extension, subject to design and heritage assessment and a condition limiting the time period, is acceptable in principle. As such in principle the proposal would be in accordance with the NPPF, London Plan Policies 2.1, 4.1, and 4.6, Draft London Plan Policy HC5, and Local Plan Policies CF1, CF3 and TLC1.

5.2 Design, Heritage and Townscape

Design

- 5.2.1 **The NPPF** seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also requires that 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.
- 5.2.2 **The NPPF** states that good design is a key aspect of sustainable development, and should contribute positively to making places better for people. Part 12 of the NPPF outlines the requirement for good design and Paragraph 127 sets out that planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

5.2.3 Chapter 7 of **the London Plan** sets out the Mayor's policies on a range of issues regarding places and space, setting out fundamental principles for design. Policy 7.1 (Lifetime Neighbourhoods) states that the design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood. Policy 7.2 (An Inclusive Environment) requires all new development in London to achieve the highest standards of accessible and inclusive design. Policy 7.3 (Designing out crime) seeks to ensure that developments reduce the opportunities for criminal behaviour and contribute to a sense of security, without being overbearing or intimidating.

5.2.4 **Policies 7.4 (Local character), 7.5 (Public realm) and 7.6 (Architecture) of the London Plan** are all relevant and promote the high quality design of buildings and streets. Policy 7.4 states that development should have regard to the form and function, and structure of an area, place or street and the scale, mass, and orientation of surrounding buildings whilst Policy 7.6 states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings.

5.2.5 **The Draft London Plan** seeks to secure the delivery of good design through a variety of ways. Going beyond the expectations of the adopted London Plan, **Draft Policy D2** does the following. Part C encourages use of digital modelling techniques to analyse potential design options, and to use 3D/virtual reality to inform and engage Londoners in the planning process. Part H seeks to ensure design quality is retained through (inter alia) avoiding deferring the assessment of the design quality of large elements of a development to the consideration of a planning condition or referred matter, and the use of architect retention clauses in legal agreements 'where appropriate'.

5.2.6 **LBHF Local Plan Policies DC1 and DC2** are particularly relevant to the assessment of design. DC1 (Built Environment) states that all development within the borough should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that considers how good design, quality public realm, landscaping and land use can be integrated to help regenerate places.

5.2.7 Policy DC2 (Design of New Build) sets out to ensure that new build development will be of a high standard of design and compatible with the scale and character of existing development and its setting.

Design of proposals

Olympia Way

5.2.8 The existing single storey entrance building and single storey security hut buildings on the forecourt of Grand Hall fronting Olympia Way would be demolished. The modern external staircase to the door opening within the triumphal arch on the façade of Grand Hall would also be removed. The modern office infill extension between Grand Hall and National Hall oversailing Hospital Avenue would be demolished. A two storey steel framed and largely glazed temporary building would be erected on Olympia Way in front of Grand Hall to provide a visitor entrance to Grand Hall and lift and stair access to the first floor level of both Grand Hall and National Hall. The temporary building would be largely set away from the façade of Grand Hall, creating a lightwell and retaining the existing windows to the façade of Grand Hall. A new opening would be created to the façade of Grand Hall within the triumphal arch to provide a link between the first floor of the temporary entrance building and the gallery level of the Grand Hall. The original stone frieze within the triumphal arch would be reinstated when the temporary entrance building is removed. The opening in the flank wall of National Hall created by the demolition of the event management offices above Hospital Avenue would provide the link from the first floor of the temporary entrance building to the gallery level of National Hall. A temporary opening would be created in the brickwork façade of National Hall at first floor fronting Olympia Way to allow for goods access, the brickwork would be reinstated.

Grand Hall

5.2.9 The Grand Hall would be retained in use as an exhibition hall, with the insertion of a temporary mezzanine at gallery level to provide temporary exhibition floorspace. This would require the temporary removal of the iron balustrade around the perimeter of the existing balcony in order to allow free flow of pedestrian movement from the existing gallery to the temporary mezzanine. This would result in the complete infilling of the existing void at gallery level. The mezzanine would be structurally independent from the existing gallery and supported by columns at ground floor level which would align with the original structural grid of the Grand Hall. The mezzanine would consist of modular lattice structural elements which would be white powder coated and their appearance would reference the original structure of the hall. The mezzanine floor finish would be a galvanised steel plate. Vehicle movement between the columns and underneath the deck would be possible when required to facilitate the set up of exhibitions. The structure has been designed to allow easy removal as and when needed to accommodate larger events where free movement may be required across the whole of the ground floor.

5.2.10 Various internal and external works are proposed to facilitate the increased movement of goods and visitors into, out of and around the Grand Hall, including the removal of the modern build out of the event management suite

over the gallery in the south east corner, the temporary removal of the internal wall between the hospitality suite and the gallery at first floor level, localised strengthening of the gallery, installation of temporary lifts, alterations to plant and the temporary installation of partitions to create toilet facilities at gallery level.

- 5.2.11 The existing wall between the gate piers at the bricked up entrance gate between Grand Hall and Pillar Hall would be demolished to allow access to L Yard.

National Hall

- 5.2.12 The National Hall would be retained in use as an exhibition hall, with the insertion of a temporary mezzanine at gallery level to provide temporary exhibition floorspace. This would require the temporary removal of the iron balustrade around the perimeter of the existing balcony in order to allow free flow of pedestrian movement from the existing gallery to the temporary mezzanine. This would result in the complete infilling of the existing void at gallery level. The mezzanine would be structurally independent from the existing gallery and supported by columns at ground floor level which would align with the original structural grid of the National Hall. The mezzanine would consist of modular lattice structural elements which would be white powder coated and their appearance would reference the original structure of the hall. The mezzanine floor finish would be a galvanised steel plate. Vehicle movement between the columns and underneath the deck would be possible when required to facilitate the set up of exhibitions. The structure has been designed to allow easy removal as and when needed to accommodate larger events where free movement may be required across the whole of the ground floor.
- 5.2.13 Various internal and external works are proposed to facilitate the increased movement of goods and visitors into, out of and around the National Hall, including the installation of temporary lifts, alterations to plant and the temporary installation of partitions to create toilet facilities at gallery level.

Design Conclusion

- 5.2.14 The proposals are well designed and would provide a temporary building appropriate to the height and scale of the exhibition centre and temporary facilities of an appropriate design quality within the context of an important group of designated heritage assets, which would secure the continued operation of one of the Borough's most important visitor attractions during construction works to deliver the Masterplan. Conditions would secure the quality of the detailed design and external materials.

Heritage

- 5.2.15 **The Planning (Listed Buildings and Conservation Areas) Act 1990** sets out the principal statutory duties which must be considered in the determination of any application affecting listed buildings or conservation areas.

- 5.2.16 It is key to the assessment of these applications that the decision making process is based on the understanding of specific duties in relation to listed buildings and Conservation Areas required by the relevant legislation, particularly the s.16, s.66 and s.72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the requirements set out in the NPPF.
- 5.2.17 s16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states in relation to listed buildings that:
- 5.2.18 'In considering whether to grant listed building consent for any works, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the [listed] building or its setting or any features of special architectural or historic interest which it possesses.'
- 5.2.19 A similar duty in s66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that:
- 5.2.20 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'
- 5.2.21 s72 of the above Act states in relation to Conservation Areas that:
- 5.2.22 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'
- 5.2.23 **Paragraph 184 of the NPPF** states:
- 5.2.24 Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
- 5.2.25 **Paragraph 190 of the NPPF** states:
- 5.2.26 Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 5.2.27 **Paragraph 192 of the NPPF** states:
- 5.2.28 In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

5.2.29 **Paragraph 193 of the NPPF** states:

5.2.30 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

5.2.31 **Paragraph 194 of the NPPF** states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

5.2.32 **Paragraph 195 of the NPPF** states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

5.2.33 **Paragraph 196 of the NPPF** states:

5.2.34 Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

5.2.35 The NPPF makes a clear distinction between the approach to be taken in decision-making where the proposed development would affect the

significance of designated heritage assets (listed buildings, conservation areas, Registered Parks and Gardens) and where it would affect the significance of non-designated heritage assets (buildings of local historic and architectural importance).

- 5.2.36 The NPPF also makes a clear distinction between the approach to be taken in decision-making where the proposed development would result in 'substantial' harm and where it would result in 'less than substantial' harm.
- 5.2.37 Case law indicates that following the approach set out in the NPPF will normally be enough to satisfy the statutory tests. However, when carrying out the balancing exercise in paragraphs 195 and 196, it is important to recognise that the statutory provisions require the decision maker to give great weight to the desirability of preserving designated heritage assets and/or their setting.
- 5.2.38 The Planning Practice Guidance notes which accompany the NPPF remind us that it is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.
- 5.2.39 The scheme would impact both directly and indirectly on heritage assets. These impacts are considered separately in the following sections.
- 5.2.40 For the indirect impacts, namely impacts on settings, officers agreed areas for assessment with the applicants. The applicant's statement submitted with the application seeks to identify the significance of designated heritage assets within a study area of 750m surrounding the site, including designated heritage assets in Hammersmith & Fulham and RBKC. It identifies designated assets that have a connection to the proposed development area and seeks to identify the significance of the designated heritage asset in relation to the site.
- 5.2.41 In the first instance, the assessment to be made is whether the development within the setting of a designated heritage asset will cause harm to that designated heritage asset or its setting. If no harm is caused, there is no need to undertake a balancing exercise. If harm would be caused, it is necessary to assess the magnitude of that harm before going to apply the balancing test as set out in paragraphs 195 and 196 of the NPPF as appropriate.
- 5.2.42 **Local Plan Policy DC8 (Heritage and Conservation)** states that the council will conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets. These assets include: listed buildings, conservation areas historic parks and gardens, the scheduled monument of Fulham Palace Moated site, unscheduled archaeological remains and buildings and features of local interest. When determining applications affecting heritage assets, the council will apply the following principles:
- a. the presumption will be in favour of the conservation, restoration and enhancement of heritage assets, and proposals should secure the long term future of heritage assets. The more significant the designated heritage asset, the greater the presumption should be in favour of its conservation;
 - b. applications affecting designated heritage assets, including alterations and extensions to buildings will only be permitted if the significance of the heritage asset is conserved or enhanced;

- c. applications should conserve the setting of, make a positive contribution to, or reveal the significance of the heritage asset. The presence of heritage assets should inform high quality design within their setting;
- d. applications affecting non-designated heritage assets (buildings and artefacts of local importance and interest) will be determined having regard to the scale and impact of any harm or loss and the significance of the heritage asset in accordance with paragraph 135 of the National planning Policy Framework;
- e. particular regard will be given to matters of scale, height, massing, alignment, materials and use;
- f. where changes of use are proposed for heritage assets, the proposed use, and any alterations that are required resulting from the proposed use should be consistent with the aims of conservation of the asset's significance, including securing its optimum viable use;
- g. applications should include a description of the significance of the asset concerned and an assessment of the impact of the proposal upon it or its setting which should be carried out with the assistance of a suitably qualified person. The extent of the requirement should be proportionate to the nature and level of the asset's significance. Where archaeological remains of national significance may be affected applications should also be supported by an archaeological field evaluation;
- h. proposals which involve substantial harm, or less than substantial harm to the significance of a heritage asset will be refused unless it can be demonstrated that they meet the criteria specified in paragraph 133 and 134 of the National Planning Policy Framework;
- i. where a heritage asset cannot be retained in its entirety or when a change of use is proposed, the developer should ensure that a suitably qualified person carries out an analysis (including photographic surveys) of its design and significance, in order to record and advance the understanding of heritage in the borough. The extent of the requirement should be proportionate to the nature and level of the asset's significance;
- j. the proposal respects the principles of accessible and inclusive design;
- k. where measures to mitigate the effects of climate change are proposed, the applicants will be required to demonstrate how they have considered the significance of the heritage asset and tailored their proposals accordingly;
- l. expert advice will be required to address the need to evaluate and conserve archaeological remains, and to advise on the appropriate mitigation measures in cases where excavation is justified; and
- m. securing the future of heritage assets at risk identified on Historic England's national register, as part of a positive strategy for the historic environment.

5.2.43 **The Council's Supplementary Planning Guidance SPD** is relevant, in particular Key Principles AH1 (Information Requirements for applications for consent affecting heritage assets); AH2 (Protection of Heritage Assets); CAG1 (Land Use in Conservation Areas); CAG2 (Urban Design in Conservation Areas) and CAG3 (New Development in Conservation Areas). These Key Principles provide guidance which seeks to ensure that heritage assets are conserved in a manner appropriate to their significance in accordance with the NPPF.

Impacts on Heritage Assets

5.2.44 As summarised above, the NPPF requires local authorities to conserve heritage assets in a manner appropriate to their significance. The more important the asset, the greater the weight that should be given to its conservation. National Policy does not preclude development of heritage assets or development which may affect them or their setting, but aims to put in place the requirement for a considered analysis of when and where this may be acceptable.

5.2.45 The site is located within the Olympia and Avonmore Conservation Area.

5.2.46 The development affects the following listed buildings:

- Hall and Pillar Hall (Grade II*, 1885) Grand
- Hall and Olympia Central (Grade II, 1923 and 1929) National
- Multi-Storey Car Park (Grade II, 1937) Olympia

Significance of Heritage Assets

Olympia site overall

5.2.47 The Olympia Exhibition Centre is a visual and entertainment landmark of national significance which is well-known for its annual round of events. It is characterised by a variety of high quality buildings ranging in date from 1885 to the 1930s, designed for the purpose of hosting entertainments, events and exhibitions. The listed buildings at Olympia have considerable group value as part of an evolving complex of exhibition buildings on the site, which relate closely to each other functionally. Olympia also has substantial historical and communal significance as a major national and indeed international events space, reflecting the original vision of a foremost destination for large-scale entertainments and events, and the exhibition of art, science, and industry.

5.2.48 Olympia is a nationally rare building type of which there are few comparable examples. The structure of the Grand Hall has parallels with Victorian railway architecture, such as the impressive barrel vaulted roofs at Paddington and St Pancras railway stations, but is unusual for being deployed in exhibition and entertainment use and surviving substantially intact. The former Agricultural Hall in Islington was the inspiration for the Grand Hall but is a smaller and less architecturally impressive space. The Winter Gardens in Blackpool and Alexandra Palace are comparators as large-scale entertainment complexes. Olympia is also unusual for its subsequent evolution, with each additional building expanding the capacity of the site or contributing to its ability to support exhibitions and events. The individual buildings reflect their different eras of construction but contribute to the historic and architectural value of the site as a leading exhibition venue for over 130 years. Additional buildings have maintained the pre-eminence of the Grand Hall as the primary signifier of the Olympia complex. Overall, the Olympia site is nationally rare and highly significant.

Grand Hall and Pillar Hall (listed under a single listing)

- 5.2.49 The Grand Hall and Pillar Hall are the earliest buildings on the site and possess the most architectural and historic interest, as reflected in their higher grade of listing. They are of national interest because of their central role in the country's cultural life and are a rare surviving example of their type. Their distinctive elevations articulate their design intention to create a national hall and provide a focal point in the local townscape. The Grand Hall provides a dramatic example of large-scale Victorian industrial engineering and technical innovation. There is great aesthetic interest in the high quality and well-preserved interiors of the Pillar Hall which was built as a set piece with the Grand Hall and provided a separate event space; the two buildings have strong group value. The boiler house chimney is also included within the list description as a subsidiary element.

National Hall and Olympia Central (listed under a single listing)

- 5.2.50 The National Hall and Olympia Central contribute to the historic and cultural interest of the Olympia site as a major exhibition centre. The National Hall complements the design of the Grand Hall through its restrained classical façade and its simplified, scaled-down version of the Grand Hall's barrel vaulted roof. The conference and hospitality rooms are well-preserved and attractively detailed with mahogany panelling and decorative plasterwork to the ceiling down stands.
- 5.2.51 Olympia Central was designed by Joseph Emberton, an important figure in the modern movement who is responsible for a number of other listed buildings including the casino at Blackpool Pleasure Beach and Simpson's, Piccadilly. It has a bold, distinctive elevation to Hammersmith Road and is a confident rendering of the Moderne style. Its interiors were intentionally plain, have been altered and very little remains of heritage interest. The National Hall and Olympia Central have strong group value with the Grand Hall and Pillar Hall.

Olympia and Avonmore Conservation Area

- 5.2.52 The Olympia and Avonmore Conservation Area has a mixed character, predominantly residential but with larger commercial sites along the railway line and retail uses mostly clustered along Hammersmith Road. The southern part of the conservation area is dominated by the former Whiteley's Depository site (now called Kensington Village), consisting of substantial brick-built Victorian warehousing, now primarily in office and commercial use. The central part of the conservation area is characterised by substantial Victorian terraces and late-nineteenth and early-twentieth century mansion blocks. Building heights in this sub-area of the conservation area are generally of domestic scale, with residential terraces of three to four storeys and some mansion blocks rising to five storeys. The Olympia exhibition site occupies the northern part of the conservation area and makes a significant contribution to the character of the area because of its size, scale, distinctive character, quality of architecture and exhibition use.

Heritage - Impacts

- 5.2.53 It is key to the assessment of these applications that the decision making process is based on the understanding of specific duties in relation to listed buildings and Conservation Areas required by the relevant legislation, particularly the s.16, s.66 and s.72 duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the requirements set out in the NPPF. Officers have given due weight to the statutory duties of the desirability of preserving the special architectural and historic interest of the listed buildings affected and their settings and of preserving or enhancing the character and appearance of the Olympia & Avonmore Conservation Area.
- 5.2.54 The NPPF states that great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 193). Where a proposal will lead to substantial harm, local authorities should refuse consent unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm (para 195). Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use (para 196).
- 5.2.55 The proposed development would facilitate the continued operation of the site as an exhibition centre during the implementation of the masterplan which is intended to secure the operation of Olympia in its historic use as an exhibition centre in the longer term, which would in turn sustain the conservation of the designated heritage assets. The masterplan provides a comprehensive, approach to restoring and redeveloping the Olympia complex by retaining and enhancing the core exhibition centre use and introducing new complementary uses.
- 5.2.56 The installation of temporary mezzanine levels in the Grand Hall and National Hall would cause temporary harm to those designated heritage assets due to the reduced ability to appreciate the original volume and proportions of the halls, which are an important element of their significance. The temporary loss of the balustrades to the Grand Hall and National Hall at gallery level, the removal of the internal wall between the hospitality room and the gallery of Grand Hall and the installation of temporary openings for goods access in the façade of National Hall would also cause harm through the temporary removal of original architectural features and historic fabric. The erection of a temporary entrance building in front of Grand Hall will obscure part of the front elevation of Grand Hall and reduce the ability to appreciate the planned composition of the facades of Grand Hall and Pillar Hall in views from Olympia Way.
- 5.2.57 Officers consider that the proposed development would cause less than substantial harm to the significance of the Olympia and Avonmore Conservation Area and less than substantial harm to the significance of the Grand Hall and National Hall and to the setting of Pillar Hall. The harm would be temporary, for the duration of the period during which the temporary entrance building and temporary mezzanine levels would be in place. The

proposed reinstatement works and implementation of the masterplan would ensure that the site is restored to a high quality of design and materials and that the listed buildings are made good in materials to match the existing upon the expiration of the temporary period.

- 5.2.58 Officers consider that the setting of the Olympia Multi-Storey Car Park would not be harmed due to the distance between the temporary entrance building and the planned juxtaposition of the Multi-Storey Car Park with buildings of different architectural styles on Olympia Way.
- 5.2.59 The Olympia site is significant as an evolving complex of exhibition buildings which relate closely to each other functionally. The group value of the site will be harmed temporarily through the installation of temporary mezzanine levels in the Grand Hall and National Hall which will harm the ability to appreciate the original volume and proportions of the halls, which are important elements of the significance of the group of listed buildings and by the erection of a temporary entrance building in front of Grand Hall which will obscure part of the front elevation and temporarily harm the ability to appreciate the planned composition of the facades of Grand Hall and Pillar Hall from Olympia Way.
- 5.2.60 Officers have given great weight to the conservation of the Olympia and Avonmore Conservation Area, Grand Hall, Pillar Hall and National Hall. Officers consider that the less than substantial harm identified to the significance of these designated heritage assets would be outweighed by public benefits as set out later in the Officer Report. For the harm caused to these designated heritage assets the test outlined in para 196 of the NPPF would apply.

Design and Heritage Conclusion

- 5.2.61 The proposed development is intended to secure the implementation of the masterplan which would maintain the Olympia site in its historic use as an exhibition centre in the longer term and thereby sustain the conservation of the designated assets affected.
- 5.2.62 The design of the development and the temporary works is informed by an understanding of the significance of the heritage assets affected and the detailed design of the individual elements is considered to be acceptable as a temporary intervention in the listed buildings.
- 5.2.63 The harm to the designated heritage assets has been minimised as far as possible including by the quality of the design of the temporary mezzanine levels and the temporary entrance building and by avoiding intervention in the historic fabric of the building wherever possible.
- 5.2.64 The magnitude of any harm identified has been assessed as less than substantial harm, it would be temporary in nature and proportionate to the scale of the extensive construction work required to deliver the masterplan. The less than substantial harm is considered to be outweighed by the public benefits that delivery of the masterplan would secure.

5.2.65 It is considered that this is compliant with Section 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposed development is therefore considered acceptable in accordance with the NPPF, Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.21 of the London Plan and Policies DC1, DC2, DC4 and DC8 of the Local Plan (2018).

5.3 Highways

5.3.1. **The NPPF** requires that developments which generate significant movement are located where the need to travel would be minimised, and the use of sustainable transport modes can be maximised; and that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

5.3.2. **London Plan Policies 6.1, 6.3, 6.10, 6.11 and 6.13** set out the intention to encourage consideration of transport implications as a fundamental element of sustainable transport, supporting development patterns that reduce the need to travel or that locate development with high trip generation in proximity of public transport services. The policies also provide guidance for the establishment of maximum car parking standards.

5.3.3. **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'.

5.3.4. **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".

5.3.5. **Local Plan Policies T3, T4, T5 and T7** relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction and demolition logistics. Policies 5.16 and 5.17 are relevant to waste and recycling. **Local Plan Policy CC7** sets out the requirements for all new developments to provide suitable facilities for the management of waste. **Planning SPD (2018) Key Principles WM1, WM2, WM7 and WM11** are also applicable which seek off-street servicing for all new developments.

Trip generation

5.3.6. The proposed development is a replacement of existing exhibition space. It is forecasted that the proposal will not generate any additional trips to the existing exhibition space and therefore trip generation information was omitted from the transport statement. The Highway Authority is satisfied that the proposal is not likely to lead to an increase in trips to and from the application site.

Car parking

- 5.3.7. The proposal does not include any additional car parking within the application site.

Cycle parking

- 5.3.8. The proposal does not include any additional cycle parking spaces, however the provision of additional cycle parking spaces to promote active travel to and from the site is encouraged through the hard landscaping details to be submitted by condition.

Construction Logistics Plan

- 5.3.9. The applicant has submitted an outline Construction Logistics Plan (CLP) in accordance with Policy T7 of the Local Plan (2018).

- 5.3.10. Core working hours during construction in accordance with LBHF guidance are:

- 08:00-18:00 Mon-Fri
- 08:00-13:00 Sat
- No working on Sundays or Bank holidays

- 5.3.11. It is anticipated that the majority of construction traffic will access the site approaching from the west of London using the M25, A40 and M4/A4, avoiding Central London. It is proposed that construction vehicles approaching the site will primarily use Hammersmith Road from the A40 or North End Road from the A4. The vehicles would then access the one-way system via Olympia Way. Construction vehicles would egress the site on to Hammersmith road and either head west towards the M25, head east onto North End Road back towards the A4/M25 or east onto Holland Road and back towards to A40/M25. The routing for construction vehicles has not been agreed by the council and will be considered with the detailed CLP secured by condition.

- 5.3.12. The indicative maximum average of construction vehicles to the site during demolition and construction is to be 80 (40 in and 40 out) movements per day. The peak movements will occur when key commence within the Grand Hall. The maximum number of construction vehicle movements in an hour will be 22 (11 in and 11 out).

- 5.3.13. Officers consider that sufficient information has been submitted regarding Construction Logistics and the detailed CLP should be submitted prior to commencement of construction.

Delivery and Servicing Plan

- 5.3.14. The applicant has stated that the proposed development will have no impact on the current delivery and servicing plan (DSP) in place for the application site. The applicant is required to submit an updated DSP and this can be secured via planning condition.

Summary

5.3.15. Subject to the submission of the required documents by condition officers consider that the proposed development would be acceptable and in accordance with London Plan Policies 6.1, 6.3, 6.10, 6.11 and 6.13 and Local Plan policies T3, T4, T5, T7 and CC7.

5.4 Energy and Sustainability

5.4.1 **The NPPF** state that development proposals are expected to comply with local requirements and should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and to increase the use and supply of renewable and low carbon energy.

5.4.2 **London Plan Policies 5.1, 5.2 and 5.3** require developments to make the fullest contribution to the mitigation of and adaptation to climate change, ensure sustainable design and construction and minimise carbon dioxide emissions. **Policies 5.5, 5.6, 5.7 and 5.8** require developments to provide decentralised energy, renewable energy and innovative energy technologies where appropriate.

5.4.3 **The Mayor's Sustainable Design and Construction SPG** provides guidance on the implementation of London Plan Policy 5.3 and provides a range of additional guidance on matters relating to environmental sustainability.

5.4.4 **Draft London Plan Policy SI2** seeks to extend the extant requirement on residential development to non-residential development to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations to be met on site (10% or 15% of which should be achieved through energy efficiency for residential development, and non-residential development). Where it is clearly demonstrated that the zero-carbon target cannot be met on site, the shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided an alternative proposal has been identified and delivery is certain.

5.4.5 **Draft London Plan Policy SI3** identifies Heat Network Priority Areas, which include the Fulham Gasworks site. Here, major proposals should have a communal heat system in accordance with a hierarchy that priorities connection to local existing or planned heat networks, followed by: use of available local secondary heat sources; generation of clean heat/power from zero-emission sources; and use of fuel cells. CHPs are ranked fifth of the six options, followed by ultra-low NOx gas boilers. Supporting text explains that further information about the relevance of CHP in developments of various scales will also be provided in an Energy Planning Guidance document, which will be kept updated as technology changes, however this guidance has not yet been published. The draft Plan states that it is not expected that gas engine CHP will be able to meet the standards required within areas exceeding air quality limits with the technology that is currently available.

5.4.6 **Draft London Plan Policy SI4** seeks to minimise internal heat gain and the impacts of urban heat island effect through design, layout, orientation and

materials. An energy strategy should demonstrate how development proposals will reduce potential for overheating and reliance on air conditioning systems in accordance with a hierarchy that prioritises the minimisation of internal heat generation through energy efficient design and reductions to the amount of heat entering a building.

- 5.4.7 **Local Plan Policy CC1** requires major developments to implement energy conservation measures by implementing the London Plan sustainable energy policies and meeting associated CO2 reduction target and demonstrating that a series of measures have been taken to reduce the expected energy demand and CO2 emissions. It requires the use of on-site energy generation to further reduce CO2 emissions where feasible.
- 5.4.8 **Local Plan Policy CC2** seeks to ensure the implementation of sustainable design and construction measures by implementing the London Plan sustainable design and construction policies.
- 5.4.9 The temporary structure that will form the new entrance will be made up of modular components which can be recycled and re-used when decommissioned and removed from the Olympia site. The Energy Statement set submitted explains that the temporary decking proposals will require an upgrading of the mechanical and electrical services which will need to be done within the constraints created by the Grade II listed nature of the building.
- 5.4.10 More efficient Air Handling Units (AHUs) will be used to provide heating and ventilation than those being replaced although additional units will be required to serve the additional floorspace. Other energy efficiency measures are also proposed such as LED lighting and heat recovery. CO2 emissions figures have not been provided although given that the proposal is for a temporary scheme (in a listed building), the Energy Statement notes that it is considered that the maximum has been done without making substantial changes to the building which are not feasible.
- 5.4.11 The new entrance building has an energy efficient design to manage solar gain and natural light. It will mainly be a space that is passively ventilated (although there is a mechanical system available if required) and heating and cooling will be provided by renewable energy generation in the form of Air Source Heat Pumps.
- 5.4.12 Overall, given the nature of the site and the proposed works, the constraints of working within a listed building in providing a temporary increase in available floorspace and officers therefore consider that the proposed development accords with Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8, 5.9, 5.11, 5.12, 5.13, 5.14, 5.15 and 7.19 of the London Plan and Policies CC1, CC2 and CC7 of the Local Plan.

5.5 Flood Risk and Drainage

- 5.5.1 **The NPPF** seeks to meet the challenge of climate change, flooding and coastal change by supporting the transition to a low carbon future in a changing climate taking account of flood risk and coastal change.

- 5.5.2 **London Plan Policies 5.11, 5.12, 5.13, 5.14 and 5.15** require new development to comply with the flood risk assessment and management requirements of national policy, including the incorporation of sustainable urban drainage systems, and specifies a drainage hierarchy for new development. Policy 5.3 identifies the efficient use of natural resources (including water) as a principle for informing the achievement of other policies in the London Plan. Policy 5.11 Part A subsection b recognises the role of green roofs and walls in delivering sustainable urban drainage objectives. Policy 5.13 further states that development should utilise SuDS unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and manage surface water run-off close to source. Policy 5.14 states that planning decisions must ensure that adequate waste water infrastructure capacity is available in tandem with development.
- 5.5.3 **Local Plan Policy CC2** requires major developments to implement sustainable design and construction measures, including making the most efficient use of water.
- 5.5.4 **Local Plan Policy CC3** requires a site-specific Flood Risk Assessment (FRA) for developments in Flood Zones 2 and 3 that: a. addresses the NPPF requirements; b. takes account of the risk of flooding from all relevant sources; c. integrates appropriate flood proofing measures where there is a risk of flooding; and d. provides structural waterproofing measures in subterranean elements and using non-return valves or equivalent to protect against sewer flooding.
- 5.5.5 **Local Plan Policy CC4** ('Minimising surface water run-off with sustainable drainage systems') requires all proposals for new development to 'manage surface water run-off as close to its source as possible and on the surface where practicable, in line with the London Plan drainage hierarchy'. It also requires all major developments to implement SuDS 'to enable reduction in peak run-off to greenfield run off rates for storms up to the 1 in 100-year event (plus climate change allowance)' and to provide a sustainable drainage strategy to demonstrate how the strategy will enable these requirements. These are to be retained and maintained for the lifetime of the development, with details of their planned maintenance to be provided.
- 5.5.6 **Draft London Plan Policy SI13** sets out the same requirement and additionally states that proposals for impermeable paving should be refused and that drainage should be design and implemented to address water efficiency, river quality, biodiversity and recreation.
- 5.5.7 This part of the Olympia site is in the Environment Agency's Flood Zone 2 with most of the site in Flood Zone 1. This indicates a low/medium risk to flooding from the Thames. However, the site is well protected from flooding by the Thames Barrier and river wall defences. If these were breached or over-topped, the site would not be expected to be impacted by flood water from the Thames. There are no surface water flooding hotspots around the site. The proposed new floorspace is at mezzanine level and no basement level works are proposed, so groundwater and sewer flood risks are also low. As all but a small part of the proposed works relate to internal floorspace additions, there is no significant risk to flooding and no need to include additional flood resilience

measures as the mezzanine areas are at a height which would be above any flood water in the unlikely event of flooding on the site.

- 5.5.8 The proposal is considered to be acceptable and in accordance with Policies 5.11, 5.13, 5.14 and 5.15 of the London Plan and policy requiring flood risk assessment and development to mitigate flood risk, Policies CC2, CC3, CC4 and CC5 of the Local Plan which requires development to minimise future flood risk.

5.6 Contamination

- 5.6.1 **London Plan Policy 5.21** explains that ‘the Mayor supports the remediation of contaminated sites and will work with strategic partners to ensure that the development of brownfield land does not result in significant harm to human health or the environment, and to bring contaminated land to beneficial use’. For decision-making, the policy requires ‘appropriate measures’ to be taken to ensure that development on previously contaminated land does not activate or spread contamination.
- 5.6.2 **Local Plan Policy CC9** requires a site assessment and a report on its findings for developments on or near sites known to be (or where there is reason to believe they may be) contaminated. Development will be refused ‘unless practicable and effective measures are to be taken to treat, contain or control any contamination’. Any permission will require that any agreed measures with the council to assess and abate risks to human health or the wider environment are carried out as the first step of the development.
- 5.6.3 **Key principles LC1-6 of the Planning Guidance SPG** identify the key principles informing the processes for engaging with the council on, and assessing, phasing and granting applications for planning permission on contaminated land. The latter principle provides that planning conditions can be used to ensure that development does not commence until conditions have been discharged.
- 5.6.4 Officers have reviewed the application and whilst further detail is required due to potentially contaminative land uses possibly having occurred at, or near to, this site these details can be appropriately and reasonably secured by way of conditions.
- 5.6.5 Subject to the inclusion of conditions requiring the implementation of the submitted documents and submission of further information, officers consider that the proposed development accords with Policies 5.21 and Policy CC9 of the Local Plan given that all identified potentially significant effects during the demolition and construction and the operational stages can be suitably adequately mitigated, such that the significance of the residual effects of the Proposed Development will be negligible and that the land will be suitable for the proposed uses

5.7 Noise

- 5.7.1 **London Plan Policy 7.15** states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise

on, from, within, or in the vicinity of, a development and promoting new technologies and improved practices to reduce noise.

- 5.7.2 **Local Plan Policy CC11** seeks to control the noise and vibration impacts of developments, requiring the location of noise and vibration sensitive development 'in the most appropriate locations'. Design, layout and materials should be used carefully to protect against existing and proposed sources of noise, insulating the building envelope, internal walls floors and ceilings, and protecting external amenity areas. Noise assessments providing details of noise levels on the site are expected 'where necessary'.
- 5.7.3 **Local Plan Policy CC13** seeks to control pollution, including noise, and requires proposed developments to show that there will be 'no undue detriment to the general amenities enjoyed by existing surrounding occupiers of their properties'.
- 5.7.4 Officers consider that the impacts for noise and vibration have are acceptable. It is therefore considered appropriate to require these details, including insulation and anti-vibration measures for machinery and plant by condition.
- 5.7.5 Subject to the inclusion of conditions requiring the implementation of the submitted documents and submission of further information, officers consider that the proposed development accords with Policies 7.15 of the London Plan and Policies CC11 and CC13 of the Local Plan.

5.8 Accessibility

- 5.8.1 **Local Plan Policy DC1** requires all development to be of a high quality and should have an approach to accessible and inclusive urban design. **Policy D2** requires new buildings to follow the principles of accessible and inclusive design. **Planning SPD Key Principles DA1, DA4, DA5, DA6, DA7, DA8, DA9, DA11, DA12 and DA13** requires all applications to ensure the buildings are designed to be accessible and inclusive to all who may visit or use the building, to remove barriers to all members of the community and how the accessibility will be managed when operational, provide proportion of hotel rooms to be for use by disabled people, have minimum widths and gradients for accesses, essential lifts, toilets and other required facilities and to engage and consult with disabled people.
- 5.8.2 The primary access to the National hall deck is via the pedestrian access point within the new entrance building located on Olympia Way which contains lifts and a wide staircase. Due to the connected nature of the exhibition centre, once on the National Hall deck, access can also be gained onto the Grand Hall deck and West Hall for those connected shows. Four new lifts and a two wide stairs conforming to BS 8300 will provide access from within the ground floor temporary entrance building to the level 1 balcony mezzanine deck, providing access to all levels. These new lifts and stairs will also improve circulation from upper to lower levels of the existing hall for connected events utilising both levels of National Hall.
- 5.8.3 The primary access to the Grand hall deck is via the pedestrian access point within the new entrance building located on Olympia Way which contains lifts

and a wide staircase. Due to the connected nature of the exhibition centre, once on the Grand Hall deck, access can also be gained onto the National Halls deck for those connected shows. Four new lifts and a two wide stairs conforming to BS 8300 will provide access from within the ground floor temporary entrance building to the level 1 balcony mezzanine deck, providing access to all levels. These new lifts and stairs will also improve circulation from upper to lower levels of the existing hall for connected events utilising both levels of Grand Hall.

- 5.8.4 The temporary building has been designed to create a level platform for ease of accessibility and internally, the entrance building will include 5 passenger lifts and stairs providing access into the first floors of Grand and National Halls.
- 5.8.4 The council's Disability Forum were engaged by the applicant and officers and were supportive of the proposal and the details to be provided by way of condition. In addition to these an Inclusive Accessibility Management Plan is also included by condition.
- 5.8.5 It is therefore considered that the proposal will provide a high quality environment for disabled and impaired members of the community and the commitments within the Access Statement are positive and deliverable by way of conditions and reserved matters applications. As such the proposal will comply with Local Plan Policies DC1 and DC2 as well as Planning Guidance SPD Key Principles DA1, DA4, DA5, DA6, DA7, DA8, DA9, DA11, DA12 and DA13.

6.0 CIL

- 6.1 This development would be subject to a London wide community infrastructure levy. The Mayor's CIL (Community Infrastructure Levy) came into effect in April 2012. This would contribute towards the funding of Crossrail. The GLA expect the Council, as the Collecting Authority, to secure the levy in accordance with London Plan Policy 8.3 and is chargeable in this case at £50psqm uplift in floor space (GIA). The council's CIL in this location attracts a levy of £80psqm of retail floorspace and all other uses are nil rated as is the case with this proposal.

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 NPPF, London Plan, and Local Plan policies as well as guidance. It is considered that the proposal is acceptable in land use and design terms. The quantum of the proposed land uses and the resulting nature of the site does not give rise to any unacceptable impacts and will amount to sustainable development in accordance with the National Planning Policy Framework.

7.3 The delivery of the proposals would support the vitality of the exhibition centre business and related hospitality facilities. Officers are of the view that the proposals would support the long-term sustainability and viability of the exhibition centre business. The proposed floorspace is within the current lawful use of the site and the external alterations and the new temporary entrance building are considered to be acceptable, of a high architectural quality for their temporary purpose and with no unacceptable environmental impacts.

7.4 The proposal would deliver a number of benefits that must be taken into account:

- The new additions to the site are temporary in nature and represent a high quality of design which will continue the evolution of the Olympia Estate with bold and distinctive buildings which have their own character and contribute to the legibility of the exhibition centre venue as a landmark.
- The harm to the designated heritage assets has been minimised as far as possible including by the quality of the design of the temporary mezzanine levels and the temporary entrance building and by avoiding intervention in the historic fabric of the building wherever possible.
- The magnitude of any harm identified has been assessed as less than substantial harm, it would be temporary in nature and proportionate to the scale of the extensive construction work required to deliver the masterplan. The less than substantial harm is considered to be outweighed by the public benefits that delivery of the masterplan would secure.

7.5 The proposed development is temporary in its nature and would facilitate the delivery of the currently pending masterplan redevelopment for the wider Olympia site that Members resolved to grant planning permission and listed building consent for under ref. 2018/03100/FUL and 2018/03101/LBC and which has received a supportive Stage 2 response from the Mayor of London. On its own merits the proposal would not be allowed to operate concurrently with the Class D1 floorspace within Central Hall and therefore would only be implementable upon the implementation of those masterplan planning permissions if and when they are issued. In this context the temporary floorspace would have a neutral impact and permit the continuing operation of Olympia as an exhibition venue.

7.6 Officers have taken account of all the representations received and in overall conclusion for the reasons detailed in this report, it is considered having regard to the development plan as a whole and all other material considerations that planning permission should be granted.

7.7 Accordingly it is recommended that the proposal be granted subject to the conditions listed.