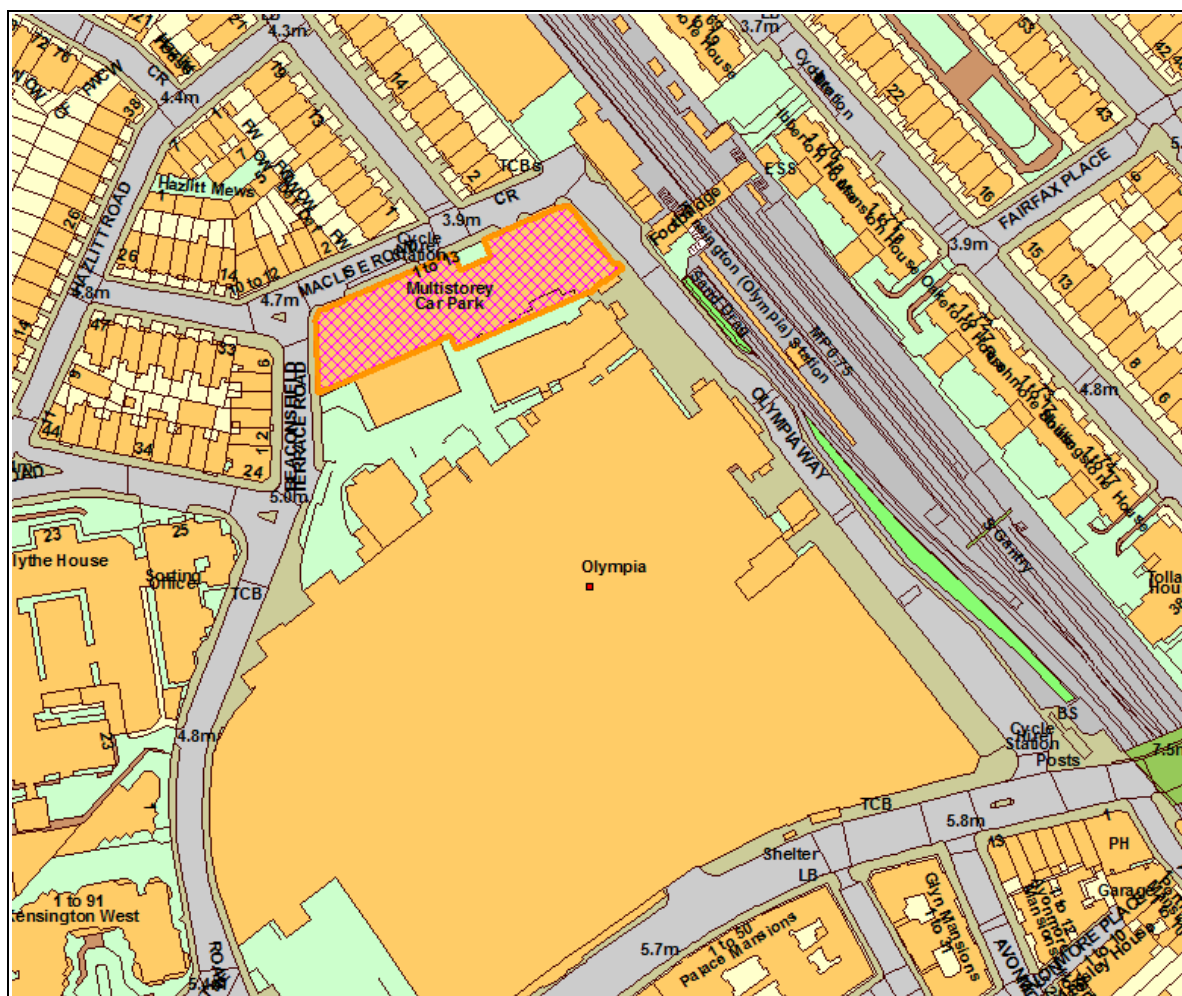


Ward: Brook Green

Site Address:

Maclise Multi-Storey Car Park Olympia Exhibition Centre
Hammersmith Road London W14 8UX



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For identification purposes only - do not scale.

Reg. No:

2021/04167/FUL

Case Officer:

Sinead Winship-David

Date Valid:

30.12.2021

Conservation Area:

Olympia And Avonmore Conservation Area -
Number 23

Committee Date:

06.09.2022

Applicant:

Olympus Property Holding Limited
C/O Agent

Description:

Erection of a building comprising basement, ground and 7 upper storeys with associated roof level plant for hotel (Class C1), gymnasium (Class E) and school (Class F1) uses incorporating the retention of (and associated alterations to) the remaining elements of the Multi Storey Car Park building.

Drg Nos: See condition 2

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: 29th December 2021

Drawing Nos: see above

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

Consultation Comments:**Comments from:**

Crime Prevention Design Advisor - Hammersmith
British Airports Authority Plc
Historic England London Region
Transport For London - Land Use Planning Team
London Underground Limited
Historic England London Region
Royal Borough Of Kensington And Chelsea
Thames Water - Development Control

Dated:

03.03.22
10.02.22
24.02.22
23.03.22
10.03.22
10.02.22
09.03.22
05.07.22

Neighbour Comments:**Letters from:****Dated:**

25 Applegarth Road London W14 0HY	21.02.22
26 Applegarth Road London W14 0HY	17.02.22
26 Applegarth Road London W14 0HY	21.02.22
15 Bolingbroke Road London W14 0AJ	12.02.22
17 Bolingbroke Road London W14 0AJ	12.02.22
30 Ceylon Road London W14 0PY	12.03.22
4 Palace Mansions Earsby Street London W14 8QN	
21 Fitzgeorge Avenue London W14 0SY	09.03.22
23 Fitzgeorge Avenue London W14 0SY	07.03.22
Flat 4 Gratton Road Brook Green W14 0JX	17.02.22
38 Gratton Road Flat 6 London W14 0JX	15.02.22
1 Hofland Road London W14 0LN	18.02.22
50 Milson Road London W14 0LD	27.02.22
40 Minford Gardens London W14 0AN	21.02.22
113 Milson Road London W14 0LA	21.02.22
13 Russell Road London W14 8JA	21.02.22
2 Ashmore house 69 Russell Road London W14 8JB	07.03.22
5 Ashmore House 69 Russell Road London W14 8JB	07.03.22
8 Ashmore House 69 Russell Road London W14 8JB	08.03.22
16 Sinclair Road London W14 0NH	17.02.22
19C Sinclair Road London W14 0NS	16.02.22
Maisonette Basement And Ground Floor 96 Sinclair Road London W14 0NJ	16.03.22
97A Sinclair Road London W14 0NP	26.02.22
104 Sinclair Road LONDON W14 0NJ	12.03.22
	03.03.22
No Address Given	15.02.22
No Address Given	10.03.22

Officer Recommendation:

- 1) That the Committee resolve that the Chief Planning Officer be authorised to grant planning permission upon the completion of a satisfactory legal agreement and subject to the conditions listed below;
- 2) That the Committee resolve that the Chief Planning Officer, after consultation with the Assistant Director Legal Services and the Chair of the Planning and Development Control Committee be authorised to make any minor changes to the proposed Heads of Terms of the legal agreement or proposed conditions, which may include the variation, addition or deletion of conditions, any such changes shall be within their discretion.

Conditions

Definitions:

“Council” means the London Borough of Hammersmith and Fulham.

“Development” means the statutory definition of ‘development’ which is set out in Section 55 of the Town and Country Planning Act 1990 (as amended).

“Enabling Works” means: • Preparatory works & MEP/utility relocations (Existing Utility and Mechanical, Electrical and Public Health Building Services (MEP) Diversions), installation of additional power to the site • Site investigations and surveys • Temporary access/highway works • Temporary welfare and office accommodation • Hoardings

“Commencement” means in respect of the Development or individual Stages (as relevant) the initiation of development as defined in Section 56(4) of the Town and Country Planning Act 1990 (as amended) including “Commence” which shall be construed accordingly.

“Practical Completion” means completion save in minor respects so that the Development can be used and operated in the manner permitted by the Planning Permission.

“MSCP” means the Maclise Road Multi-storey Car Park which is Grade II listed and located on the corner of Maclise Road and Olympia Way.

“The Alternative MSCP Development” means the full planning application (ref. 2021/04167/FUL) and listed building consent (ref. 2021/04168/LBC) for the erection of a building comprising basement, ground and 7 upper storeys with associated roof level plant for hotel (Class C1), gymnasium (Class E) and school (Class F1) uses incorporating the retention of (and associated alterations to) the remaining elements of the Multi Storey Car Park building.

“Listed Building Consent” means the listed building consent application that is related to this application, that covers works to listed buildings on site at the Maclise Road Multistorey Car Park.

“Masterplan Consent” means the full planning permission (ref: 2020/01048/VAR) for the “Redevelopment of Olympia comprising: a) Central Hall - demolition with retention of listed façade to Hammersmith Road, erection of new ground plus up to 13 storey building for (B1) office, (D1) exhibition, flexible (A1-A4) retail/financial and professional services/restaurant/bar, and flexible (B1/D1) office/conference uses; new site-wide logistics centre, car/cycle parking and plant within two new basement levels; b) G-Gate site - erection of ground plus 9 upper storeys building with two levels of basement for use as a theatre, (D1) exhibition, flexible (A3/A4) restaurant/bar use at ground/level 2 and flexible A3/A4/B1 at upper two floors of building; c) National Hall - internal and external alterations comprising three storey roof level extension for use as (C1) hotel, part use of National Hall for (A1-A4/C1) hotel and ancillary use, two levels of internal decks for use as (D1) exhibition space and flexible (D1) exhibition/(A3/A4) restaurant/bar use, alterations to existing basement and associated internal and external works; d) West Hall - alterations and extension to provide two additional storeys for use as (D2) live music

and performance space; e) Maclise Road Multi Storey Car Park - partial demolition, alterations and extension for use as (C1) hotel, (D2) cinema, and flexible (B1/D1) co-working/conference use; f) 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 use (A1-A4) retail/restaurant/bar/financial and professional services; g) Pillar Hall - Internal and external alterations for use of building for (A3/A4) restaurant/bar, ancillary live music; h) Grand Hall - internal and external alterations including creation of two levels of internal decks for use as (D1) exhibition space and flexible (D1), (A3/A4) exhibition/restaurant/bar use; i) Plant and energy centres; j) Pedestrian/vehicle/cycle/highway works; k) Public realm, landscaping and associated works”.

“Olympia Way Consent” means the outline consent (ref: 2018/03102/OUT) for access, layout, landscape, appearance, and scale for Olympia Way, including the demolition of the existing building adjacent to the station entrance, construction of buildings up to 4 storeys in height for flexible uses, public realm, and associated landscaping.

1.Time Limit

The development hereby permitted shall not commence later than the expiration of 3 years beginning with 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.Approved Plans

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

Heritage Statement, prepared by Montagu Evans

Design Statement, prepared by SPPARC Architects

MSCP Basement Impact Assessment Report ref 1709-RBG-CP-ZZ-RP-S-10-5002 rev P06 by Robert Bird Group dated 17th December 2021.

Proposed elevations

2005-SPP-DR-A-CP-P-25-XX-01-03 (Rev P02) – MSCP Proposed East & West Elevation

2005-SPP-DR-A-CP-P-25-XX-01-01 (Rev P02) – MSCP Proposed North Elevation

2005-SPP-DR-A-CP-P-25-XX-01-02 (Rev P02) – MSCP Proposed South Elevation

Proposed plans

2005-SPP-DR-A-CP-P-00-OS-01-01 (Rev P01) – MSCP Proposed Site Plan

2005-SPP-DR-A-CP-P-20-B1-01-01 (Rev P01) – MSCP Proposed Level B1 Floor

Plan

2005-SPP-DR-A-CP-P-20-0G-01-01 (Rev P01) – MSCP Proposed Level 0G Floor Plan

2005-SPP-DR-A-CP-P-20-01-01-01 (Rev P01) – MSCP Proposed Level 01 Floor Plan

2005-SPP-DR-A-CP-P-20-02-01-01 (Rev P01) – MSCP Proposed Level 02 Floor Plan

2005-SPP-DR-A-CP-P-20-03-01-01 (Rev P01) – MSCP Proposed Level 03 Floor Plan

2005-SPP-DR-A-CP-P-20-04-01-01 (Rev P01) – MSCP Proposed Level 04 Floor Plan

2005-SPP-DR-A-CP-P-20-05-01-01 (Rev P01) – MSCP Proposed Level 05 Floor Plan

2005-SPP-DR-A-CP-P-20-06-01-01 (Rev P01) – MSCP Proposed Level 06 Floor Plan

2005-SPP-DR-A-CP-P-20-07-01-01 (Rev P01) – MSCP Proposed Level 07 Floor Plan

2005-SPP-DR-A-CP-P-20-0R-01-01 (Rev P01) – MSCP Proposed Roof Plan

1709-DDC-CH-RL-DR-E-61-1002 (Rev P05) - Electrical services

Emberton House – hotel level roof level-shell & core containment layout

Proposed sections

2005-SPP-DR-A-CP-P-21-XX-01-01 (Rev P01) – MSCP Proposed External Wall Details – Sheet 01

2005-SPP-DR-A-CP-P-26-XX-01-01 (Rev P01) – MSCP Proposed Section S1

2005-SPP-DR-A-CP-P-26-XX-01-02 (Rev P01) – MSCP Proposed Section S2

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

3. Business and Community Liaison Group

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

(i) consulting nearby residents and businesses of the programme of works for the Development;

(ii) informing nearby residents and businesses of progress of the Development;

(iii) consulting nearby residents and businesses of appropriate mitigation measures including vibration monitoring being undertaken as part of the Development;

(iv) consulting nearby residents and businesses of considerate methods of working such as excavation, demolition, working hours and site traffic;

(v) consulting and 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 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 24hours daily throughout works for the Development; and

(viii) producing a leaflet prior to the commencement of works relating to 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 Business and Community Liaison Groups shall meet at least once every quarter for the first year and for periods of excavation and piling, and at least twice a year until completion, in accordance with the details within the approved Business and Community Liaison Group Strategy (dated August 2020).

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).

4.Hoardings

The development shall be carried out in accordance with the approved Hoarding Plan (ref 709-LOR-ZZ-XX-PL-W-89-0014REV P01 dated April 2020). The temporary fencing and/or enclosure shall be retained for the duration of the demolition and building works in accordance with the approved details, for these Phases. 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 Policy D4 of the London Plan (2021), Policy DC1 and DC8 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

5.TFL – London Underground Infrastructure Request

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) have been submitted to and approved in writing by the local planning authority. The design and method statements shall include details of the following:

- provide detailed design of the structures including Temporary works (scaffold, façade retention, etc)
- provide Risk assessment / Method statement for the redevelopment of the new building
- provide details on the use of crane and tall plant; and
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with Policy T3 of the London Plan (2021).

6. Construction Management Plan

The development shall be carried out in accordance with the details within the approved Construction Management Plan (ref 1709-LOR-ZZ-XX-PL-W-00-0007 REV P03, dated August 2020). The details within the approved Construction Management Plan 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 SI 1, T7 and GG3 of the London Plan (2021) Policies DC1, DC12, CC6, CC7, CC10, CC11 and CC12 of the Local Plan (2018) and Key Principles of the Planning Guidance SPD (2018).

7. Construction Logistics Plan

The development shall be carried out in accordance with the details within the approved Construction Logistics Plan (ref 1709-LOR-ZZ-XX-PL-W-89-0014 Rev P01 dated May 2020). The details within the approved Construction Logistics Plan shall be implemented throughout the project period.

Reason: To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to the site in accordance with policies T1, T6 and T7 of the Local Plan (2018).

8. Preliminary Risk Assessment Report

The development shall be carried out in accordance with the approved Phase 1 Land Contamination Desk Study Preliminary Risk Assessment Report (ref 1709-PFC-ZZ-XX-RP-C-10-0520 Rev B) dated November 2019.

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 Planning Guidance SPD Key Principles LC1 to LC7.

9. Supplementary Site Investigation Scheme

No development shall proceed beyond the demolition phase until a scheme for a

supplementary site investigation is submitted to and approved in writing by the Council. This scheme shall be designed to confirm the expected low risk of contamination identified in the approved preliminary risk assessment. All works must be carried out by a competent person and follow the principles of CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) and 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.

10. Supplementary 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 shall proceed beyond the demolition phase until, following a site investigation undertaken in compliance with the supplementary site investigation scheme, a supplementary risk assessment report is submitted to and approved in writing by the Council. This report shall identify any unexpected contamination not identified by previous investigations and determine any supplementary remedial actions required. All works must be carried out by a competent person and follow the principles of CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) and 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 Planning Guidance SPD Key Principles LC1 to LC7.

11. Remediation Method Statement

The development shall be carried out in accordance with the approved Remediation Method Statement unless additional remediation is identified as being necessary in relation to Condition 10.

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 Planning Guidance SPD Key Principles LC1 to LC7.

12. 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 until the approved remediation method statement for 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 Planning Guidance SPD Key Principles LC1 to LC7.

13. 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 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 Planning Guidance SPD Key Principles LC1 to LC7.

14. Drainage Strategy and Sustainable Drainage Strategy (SuDS)

The development shall be carried out in accordance with the approved Drainage Statement and SUDS Strategy Report (ref. 1709-RBG-CP-ZZ-RP-C-10-5001 rev P03; dated 17 December 2021).

No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

The Strategy shall be implemented in accordance with the approved details, and thereafter all drainage and SuDs measures shall be retained and maintained in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure that sufficient drainage capacity is made available to cope with the new development; and to avoid adverse environmental impact upon the community and to prevent any increased risk of flooding and to ensure the satisfactory storage of/disposal of surface water from the site in accordance with Policy SI 13 of the London Plan (2021) and Policy CC3 and CC5 of the Local Plan (2018).

15. Flood Risk Assessment

The development shall be carried out in accordance with the approved Flood Risk Assessment (ref. 4731-RBG-ZZ-ZZ-RP-CV-00001 rev P03; dated 17 December 2021).

The development shall be implemented in accordance with the approved details and thereafter permanently retained in this form.

Reason: To reduce the impact of flooding to the proposed development and future occupants, in accordance with Policies SI12 and SI 13 of the London Plan (2021), and Policy CC3 of the Local Plan (2018).

16. Green / Brown Roofs

Prior to commencement of the relevant part of the development, details of all green/brown roofs, including the identification of further opportunities for green roofs, including details of types of green roofs and a planting maintenance plan shall be submitted to and approved in writing by the Council.

The Development shall not be occupied until the scheme has been carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure the provision of green roofs in the interests of sustainable urban drainage and habitat provision, in accordance with Policies S1 13, G1 and G6 of the London Plan (2021) and Policy OS5 and CC4 of the Local Plan (2018).

17. Sustainability

The development shall be undertaken in full accordance with the approved Sustainability Statement (Rev P2; dated 5 November 2021). The gym, school and hotel uses shall achieve a minimum BREEAM rating of 'very good' under the relevant scheme for each use. Within 6 months of occupation of any part of the development hereby permitted, a BREEAM (2014) shell and core certificate confirming that sustainability performance (Very Good or Excellent) had been achieved as proposed shall be submitted to and approved in writing by the Council.

Reason: In the interests of energy conservation, reduction of CO2 emissions and wider sustainability, in accordance with Policies SI 1, SI 2, and SI 3 of the London Plan (2021) and Policies CC1, CC2 of the Local Plan (2018).

18. Energy Strategy

The development shall be undertaken in full accordance with the approved Energy Strategy (ref. 1709-DDC-CP-XX-RP-M-50-5007 rev P03; dated 13 December 2021).

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 SI 1, SI 2, and SI 3 of the London Plan (2021) and Policies CC1, CC2 of the Local Plan (2018).

19. Secured by Design

Within 3 months of the commencement of above ground works, a statement of how 'Secure by Design' requirements are to be adequately achieved shall be submitted to and approved in writing by the Council. Such details shall include, but not be limited to: site wide public realm CCTV and feasibility study relating to linking CCTV with the Council's borough wide CCTV system, access controls, basement security measures and means to secure the site throughout construction in accordance with BS8300:2009. No part of the development shall be used or occupied until these measures have been implemented in accordance with the approved details, and the measures shall thereafter be permanently retained in this form.

Reason: To ensure that the development incorporates suitable design measures to minimise opportunities for, and the perception of crime and provide a safe and secure environment, in accordance with Policy D11 of the London Plan (2021),

and Policies DC1 and DC8 of the Local Plan (2018).

20. Sound insulation of commercial/industrial building envelope

Prior to commencement of above ground works, details shall be submitted to and approved in writing, of sound insulation of the building envelope and other mitigation measures, as appropriate. Details shall demonstrate that noise from uses and activities is contained within the building/development site and shall not exceed the criteria given below 1 metre from neighbouring façades with noise sensitive/habitable rooms and at private external amenity spaces.

Areas within the scheme where amplified sound is ancillary to the use or activities and does not exceed 75 dB LAeq, 15 min e.g. hotel rooms, lobbies, circulation spaces, classrooms, meeting rooms etc. the noise assessed as LAeq, 15 min shall be 10 decibels below the typical lowest daytime LAeq, 0700 to 2300 and/or night time LAeq, 2300 to 0700 (as appropriate), as shown below:

• Hammersmith Road, East (N3) Daytime = LAeq,16-hour 68 dB; Limit = LAeq,15-mins 58 dB • Hammersmith Road, East (N3) Night-time = LAeq,8-hour 66 dB; Limit = LAeq,15-mins 56 dB • Hammersmith Road, West (N4) Daytime = LAeq,16-hour 68 dB; Limit = LAeq,15-mins 58 dB • Hammersmith Road, West (N4) Night-time = LAeq,8-hour 63 dB; Limit = LAeq,15-mins 53 dB • Blythe Road (N5) Daytime = LAeq,16-hour 63 dB; Limit = LAeq,15-mins 53 dB • Blythe Road (N5) Night-time = LAeq,8-hour 55 dB; Limit = LAeq,15-mins 45 dB • Beaconsfield Terrace Road (N6) Daytime = LAeq,16-hour 59 dB; Limit = LAeq,15-mins 49 dB • Beaconsfield Terrace Road (N6) Night-time = LAeq,8-hour 52 dB; Limit = LAeq,15-mins 42 dB • Maclise Road (N7) Daytime = LAeq,16-hour 59 dB; Limit = LAeq,15-mins 49 dB • Maclise Road (N7) Night-time = LAeq,8-hour 53 dB; Limit = LAeq,15-mins 43 dB • Olympia Way (N8) Daytime = LAeq,16-hour 61 dB; Limit = LAeq,15-mins 51 dB • Olympia Way (N8) Night-time = LAeq,8-hour 55 dB; Limit = LAeq,15-mins 45 dB

Areas within the scheme where amplified sound is a primary component of the use or activities and exceeds 75 dB LAeq, 15 min e.g. performance spaces and gym studios etc. the noise assessed as LCeq, 15 min shall be 5 decibels below the typical lowest daytime LC90, 15 mins (0700 to 2300) and/or lowest typical night time LC90, 15 mins (2300 to 0700), as appropriate, as shown below: • Hammersmith Road, West (N4) Daytime = LCF90,15-mins 61.4 dB; Limit = LCeq,15-mins 56.4 dB • Blythe Road (N5) Daytime = LCF90,15-mins 51.3 dB; Limit = LCeq,15-mins 46.3 dB • Beaconsfield Terrace Road (N6) Daytime = LCF90,15-mins 51.9 dB; Limit = LCeq,15-mins 46.9 dB • Beaconsfield Terrace Road (N6) Night-time = LCF90,15-mins 42.8 dB; Limit= LCeq,15-mins 37.8 dB

Approved details 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, in accordance with Policies CC11 and CC13 of the Local Plan (2018).

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

Prior to the first occupation of any part of the development hereby permitted, 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 operating together at maximum capacity. A post installation noise assessment 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 shall be implemented prior to the first occupation of any part of the development and be permanently retained thereafter.

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).

22.Emergency Generators

The development hereby permitted shall be undertaken in full accordance with the approved emergency generators Acoustic Report (ref VC-103000-EA-RP-0070 dated 04 July 2021).

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

23.Anti- vibration mounts and silencing of machinery etc.

Prior to commencement of the relevant part of the development, details of anti-vibration measures shall be submitted to and approved in writing by the Council. The measures shall ensure that machinery, plant/ equipment, extract/ ventilation system and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced.

Approved details shall be implemented prior to the first occupation of any part of the development and be permanently retained thereafter.

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

24.Extraction and odour control system for school and hotel kitchens

Prior to the first operational use of any part of the building which is to be used as a school or hotel kitchen, details shall be submitted to and approved in writing by the Council, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with Appendix 4G of the LBHF Planning Guidance Supplementary Planning Document - February 2018.

Approved details shall be implemented prior to the commencement of the use of the relevant kitchen and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by cooking odour, in accordance with Policy CC13 of the Local Plan (2018).

25. Acoustic lobby

Prior to the commencement of fit out works for each use within the development hereby approved, details shall be submitted to and approved in writing by the Council of the installation of acoustic lobbies to entrances and exits which would otherwise allow the emission of internal noise to neighbouring noise sensitive premises.

The approved details shall be implemented fully prior to the commencement of each use and permanently retained thereafter.

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

26. Floodlights, Security lights and Decorative External Lighting

The development shall be undertaken in full accordance with the approved lighting strategy (dated 15 May 2020).

The approved details shall be implemented prior to the occupation of the relevant part of the development and thereafter be permanently retained

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

27. Lights off

Prior to the first occupation of the school use hereby permitted, a scheme for the control and operation of the proposed lighting within the relevant parts of the building, during periods of limited or non-occupation, shall be submitted to and approved in writing by the Council. Details shall be implemented prior to the first occupation of the use and operated only in accordance with the approved details.

Reason: To ensure that the building does not cause excessive light pollution and to conserve energy when they are not occupied, in accordance with Policy CC12 of the Local Plan (2018).

28. Air Quality Dust Management Plan

Prior to the commencement of the construction phase of the development hereby permitted, Air Quality Dust Management Plan (AQDMP) in order to mitigate air pollution shall be submitted to and approved in writing by the Local Planning Authority. The AQDMP submitted shall be in accordance with the Councils AQDMP Template 'C' and shall include the following details:

- a) Site Location Plan indicating sensitive off-site receptors within 50m of the red line site boundaries
- b) Construction Site and Equipment Layout Plan
- c) Inventory and Timetable of dust generating activities during construction site activities.
- d) Air Quality Dust Risk Assessment (AQDRA) that considers the potential for dust soiling and PM₁₀ (human health) impacts for sensitive receptors off-site of the development within 250 m of the site boundaries during the demolition phase and is undertaken in compliance with the methodology contained within the Mayor of London 'The Control of Dust and Emissions during Construction and Demolition', SPG, July 2014 and its subsequent amendments
- e) Site Specific Dust, and NO_x Emission mitigation and control measures shall be in a table format and include mitigation for on-road and off-road construction traffic as required by the overall Medium/High Dust Risk Rating of the site.
- f) Details of Site Particulate (PM₁₀) and Dust Monitoring Procedures and Protocols including locations of a minimum of 2 x MCERTS compliant Particulate (PM₁₀) monitors on the site boundaries used to prevent levels exceeding predetermined PM₁₀ Site Action Level (SAL) of 190 µg/m³, measured as a 1-hour mean. Prior to installation of the PM₁₀ monitors on site the calibration certificates of MCERTS compliant PM₁₀ monitors and the internet-based log-in details to enable access to the real-time PM₁₀ monitoring data from the PM₁₀ monitors shall be issued to Hammersmith & Fulham Council by e-mail to constructionairqualitymonitoring@lbhf.gov.uk. The data from the on-site Particulate (PM₁₀) monitors shall also be made available on the construction site air quality monitoring register website <https://www.envimo.uk>.
- g) Details of the Non-Road Mobile Machinery (NRMM) used on the site with CESAR Emissions Compliance Verification (ECV) identification that shall comply with the minimum Stage IV NO_x and PM₁₀ emission criteria of The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 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 for the first phase of construction shall be registered on the NRMM register <https://london.gov.uk/non-road-mobile-machinery-register> prior to commencement of construction works and thereafter retained and maintained until occupation of the development.
- h) Details of the use of on-road Ultra Low Emission Zone (ULEZ) compliant vehicles e.g., minimum Petrol/Diesel Euro 6 (AIR Index <https://airindex.com/> Urban NO_x rating A) and Euro VI

Developers must ensure that on-site contractors follow best practicable means to minimise dust, particulates (PM₁₀, PM_{2.5}) and NO_x emissions at all times. Approved details shall be fully implemented and permanently retained and maintained during the construction phases of the development.

Reason: To comply with the requirements of the NPPF (2021), Policy SI 1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

29. Ventilation Strategy

Prior to commencement of above ground works in the development hereby permitted, a Ventilation Strategy Report to mitigate the impact of existing poor air quality for Hotel (Class C1), Gymnasium (Class E) and School (Class F1) uses shall be submitted to and approved in writing by the Local Planning Authority. This is applicable to all receptor locations where the Annual Mean Nitrogen Dioxide (NO₂), and Particulate (PM₁₀, PM_{2.5}) concentrations are equal to 30ug/m-3, 20ug/m-3 and 10 ug/m-3 respectively and where current and future predicted pollutant concentrations are within 5 % of these limits. The report shall include the following information:

- a) Details and locations of the ventilation intake locations on the rear elevation at rear roof level or on the rear elevation of all floors
- b) Details and locations of ventilation extracts, to demonstrate that they are located a minimum of 2 metres away from the air ventilation intakes, in order to minimise the potential for the recirculation of extract air through the supply air ventilation intake in accordance with best practice guidance
- c) Details of the independently tested mechanical ventilation system with Nitrogen Oxides (NO_x) and Particulate Matter (PM_{2.5}, PM₁₀) filtration with air intakes on the rear elevation to remove airborne pollutants. The filtration system shall have a minimum efficiency of 75% in the removal of Nitrogen Oxides/Dioxides, Particulate Matter (PM_{2.5}, PM₁₀) in accordance with BS EN ISO 10121-1:2014 and BS EN ISO 16890:2016. S

The whole system shall be designed to prevent summer overheating and minimise energy usage. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications and shall be the responsibility of the primary owner of the property. Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained

Reason: To comply with the requirements of the NPPF (2021), Policy SI 1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

30. Ventilation Strategy (compliance)

Prior to occupation of the development hereby permitted, details of a post installation compliance report of the approved ventilation strategy as required by condition 29 to mitigate the impact of existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. The report shall be

produced by an accredited Chartered Building Services Engineer (CIBSE). Approved details shall be fully implemented prior to the occupation/use of the development and thereafter permanently retained and maintained.

Reason: To comply with the requirements of the NPPF (2021), Policy SI 1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

31. Aerobic Food Digestion

Prior to the first occupation of the relevant part of the development hereby permitted, details of the installation/commissioning of Aerobic Food Digesters (AFD) in the Hotel (Class C1) use and School (Class F1) use in order to mitigate the impact of air pollution from vehicles associated with the removal of food waste shall be submitted to and approved in writing by the Local Planning Authority.

Approved details shall be fully implemented prior to the first occupation of the relevant part of the development and thereafter permanently retained and maintained.

Reason: To comply with the requirements of the NPPF (2021), Policy SI 1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

32. Combustion Plant Emission Standards

Prior to the first occupation of the development hereby permitted, a Combustion Plant Emission Compliance report of the MSCP Emergency Diesel Generator Plant in order to mitigate existing poor air quality shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the following:

- a) Details to demonstrate that the termination height of the Flue stack for the combustion Plant has been installed a minimum of 2 metres above any openable window and/or roof level amenity area
- b) Details of emissions certificates, and the results of NO_x emissions testing of the Emergency Diesel Generator Plant to demonstrate that the Emergency Diesel Generator Plant and associated abatement technologies including Diesel Particulate Filters (DPF) shall meet a minimum dry NO_x emissions standard of 95 mg/Nm³ (at 15% O₂) respectively by an MCERTS accredited organisation shall be provided following installation and thereafter on an annual basis to verify compliance of the relevant emissions standards in part b). Where any combustion plant does not meet the relevant emissions Standards in part b) above, it should not be operated without the fitting of suitable secondary NO_x and PM abatement Equipment or technology as determined by a specialist to ensure comparable emissions.
- c) Details to demonstrate where secondary abatement is used for the Emergency Diesel Generator the relevant emissions standard in part b) is met within 10 minutes of the generator commencing operation. During the operation of the emergency Diesel generators there must be no persistent visible emission with

opacity greater than 20%. The maintenance and cleaning of the systems shall be undertaken regularly in accordance with manufacturer specifications. The diesel fuelled generators shall only be used for a maximum of 48 hours when there is a sustained interruption in the mains power supply to the site, and the testing of these diesel generators shall not exceed a maximum of 12 hours per calendar year.

Approved details shall be fully implemented prior to the first occupation of the development and thereafter permanently retained and maintained.

Reason: To comply with the requirements of the NPPF (2021), Policy SI 1 of the London Plan (2021) and Policy CC10 of the Local Plan (2018).

33. Green Infrastructure

The development shall be undertaken in full accordance with the approved green infrastructure strategy for air quality mitigation (dated 03 August 2021) and soft materials palette (ref 1709-LDA-ZZ-ZZ-RP-L-90-0502 Rev 3 and dated November 2021).

Any plants which die, are removed, become seriously damaged and diseased within a period of five years from completion of the requisite part of the development shall be replaced in the next planting season with others of similar size and species.

Approved details shall be fully implemented prior to the first occupation of the development and thereafter permanently retained and maintained.

Reason: To comply with the requirements of the NPPF (2021), Policies SI 1 of the London Plan (2021), and Policy CC10 of the Local Plan (2018).

34. Micro-climate

The development shall be undertaken in full accordance with the approved Wind Mitigation Strategy (ref. 1703607 dated 15 May 2020). The mitigation detailed within the strategy shall be implemented in full prior to the first occupation of the development and shall be permanently retained thereafter.

Reason: To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance with Policy D8 of the London Plan (2021).

35. Ecological Management Plan

Prior to practical completion of the development, an Ecological Management Plan shall be submitted to and approved in writing by the Council. The EMP shall comprise a habitat management plan and monitoring report which shall set out objectives and Page prescriptions for the management of new areas of vegetation and public open spaces within the development, for a minimum period of 5 years.

Reason: To ensure the biodiversity of the site is protected and enhanced where possible, in accordance with Policy G1 and G6 of the London Plan (2021) and Policies CC2, DC1, DC8, OS2, OS4 and OS5 of the Local Plan (2018).

36. Cycle Management Plan

Prior to first occupation of the development, a Cycle Parking Management Plan shall be submitted to and approved in writing by the Council. This management plan shall include details of access to cycle parking and how any potential conflicts with vehicles will be resolved or managed.

The development shall not be operated otherwise than in accordance with the Cycle Parking Management Plan as approved and shall thereafter be permanently retained in this form.

Reason: To ensure an appropriate level, mix and location of cycle parking is achieved for the development and that management arrangements are in place to control its allocation and use in accordance with Policies T1, T2, T4 and T5 of the London Plan (2021) Policies CC1, CC2, CC6, CC7, CC9, CC10, CC11, CC12, CC13, T1 and T6 of the Local Plan (2018) and SPD Transport Policies of the Planning Guidance Supplementary Planning Document (2018).

37. Cycle Parking

Prior to the commencement of the relevant part of the development, details of the facilities to be provided for the secure storage of bicycles for each use shall be submitted to and approved in writing by the Council. Such details shall include the number, location and access arrangements to cycle parking and details of accessible cycle parking spaces of a quantum no less than 5% of the overall provision for each use.

The relevant approved facilities shall be provided prior to the first occupation of each use. The cycle parking facilities provided pursuant to this condition shall thereafter be retained and not used for any other purpose without the prior written consent of the Council.

Reason: To ensure the suitable provision of cycle parking within the Development to meet the needs of future site occupiers and users and in the interest of the appearance of the development, in accordance with Policy T5 of the London Plan (2021) and Policy T3 of the Local Plan (2018).

38. Car Parking Management Plan

Prior to the commencement of the relevant part of the development, a car parking management plan shall be submitted to and approved in writing by the Council. The plan shall include details of the detailed design, layout and location of the 3no. accessible car parking spaces to be provided.

The car parking shall be delivered in full accordance with the approved details

and shall thereafter be permanently retained.

Reason: To ensure that the detailed design of the roads, footways and cycleways would avoid vehicle/pedestrian conflict in accordance with Policy T1, T4, T5 and T6 of the Local Plan (2018).

39. Electric Vehicle Charging Points

Prior to the first occupation of the development hereby permitted, details of the installation including location and type of active electric vehicle charging point (22 -150 KW) for 3no. blue badge parking spaces and 2no. loading bays for servicing and delivery must be submitted to and approved in writing by the Local Planning Authority. The approved electric vehicle charging points shall be installed and retained in working order for the lifetime of the development.

Reason: To encourage the use of electric vehicles and to mitigate against poor air quality in accordance with Policy SI 1 and T6 of the London Plan and Policy CC10 of the Local Plan (2018).

40. Active Travel Zone Assessment

Prior to the first occupation of the development hereby permitted, a night-time Active Travel Zone Assessment shall be submitted to and approved in writing by the Council. The assessment shall be undertaken in accordance with TfL's methodology and shall include, but not be limited to, details of the management of personal safety and lighting.

Any necessary mitigation identified within the approved night-time Active Travel Zone Assessment shall be implemented in full prior to the first occupation of each use and shall be permanently retained thereafter.

Reason: To ensure the quality, safety and accessibility of pedestrians and cyclists in accordance with Policy T1, T2, T4 and T5 of the London Plan (2021).

41. Delivery and Servicing Plan

Prior to the first occupation of each use hereby permitted, a final Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Council. The Delivery and Servicing Plan shall include, but not be limited to, details of management of deliveries, emergency access, collection of waste and recyclables, use of zero exhaust emissions vehicles, on site freight consolidation of deliveries and collections, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the relevant use. Details shall further be provided of the hours during which deliveries and servicing trips shall be made, in order to avoid conflicts with the arrival and departure of school pupils and details of how traffic will be effectively managed to best practicable means to ensure no vehicles arrive or depart via local residential streets.

The approved measures for each use shall be implemented and thereafter retained for the lifetime of the development.

Reason: To ensure that satisfactory provision is made for refuse collection; to ensure that potential conflicts between servicing vehicles and other road users/pedestrians are adequately mitigated and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, and to mitigate against impacts upon air quality in accordance with Policy T7 and SI 1 of the London Plan (2021) and Policies T2, CC10, CC11 and CC13 of the Local Plan 2018 and SPD Key Principle TR28 (2018).

42. Waste Management Strategy

The development hereby permitted shall be undertaken in full accordance with the approved Waste Management Strategy (ref. M000293_Condition_51_WMS dated 01 July 2020).

Prior to the first occupation of each use, all storage arrangements shall be provided in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To protect the environment and to ensure that satisfactory provision is made for refuse/recycling storage and collection, in accordance with Policy T7 of the London Plan (2021) and Policies CC6 and CC7 of the Local Plan (2018) and SPD Key Principle WM1 (2018).

43. School Management Plan

Prior to the first occupation of the school use hereby permitted, a school management plan shall be submitted to and approved in writing by the Council. The management plan shall include, but not be limited to, details of arrangements for the transportation of students to and from offsite sports facilities, full details shall be provided of the vehicles to be used, the anticipated number of daily trips, timetables for trips, and provision for and management of pick up and drop off of students. Details shall further be provided of monitoring measures to ensure that targets and measures are set to reduce the use of coaches/private vehicles over time and to increase the use of sustainable modes of transport.

Reason: To prevent unacceptable harm to the safe operation of the highway, to protect the safety of pedestrians and cyclists and to encourage the use of sustainable modes of transport in accordance with Policy T1, T4, T5, T6 and T7 of the London Plan (2021) and Policy T1 of the Local Plan (2018).

44. Restricting of use

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 or the Town and Country Planning (General Permitted Development) Order 2015 (or any orders revoking and re-enacting those orders with or without modification), the use of the building hereby permitted shall be restricted strictly to

the use as shown on the approved drawings and as outlined below:

Gymnasium/indoor fitness – E(d)
School – F1
Hotel – C1

The quantum of each use within the development shall be in strict accordance with the approved plans.

Reason: To ensure the development is carried out and used in accordance with the impacts assessed in the Environmental Impact Assessment, in accordance with Policies DC1, E1, and TLC1 of the Local Plan (2018).

45. Hours of operation

The use of the gymnasium/indoor recreation (Class E(d)) premises hereby permitted shall not be open to members of the public other than within the following times:

5.45am to 12.30am daily

The school (class F1) premises shall not be open to members of the public, including pupils and guests attending performances, other than within the following times:

7am to 11pm daily

Reason: To prevent undue noise and disturbance to neighbouring occupiers in accordance with Policy CC11 of the Local Plan (2018).

46. Gym Capacity

There shall be no more than 250 customers at the gymnasium/indoor recreation (Class E(d)) premises at any one time.

Reason: To prevent undue noise and disturbance to neighbouring occupiers in accordance with Policy CC11 of the Local Plan (2018).

47. Hotel

The maximum number of hotel rooms within the development hereby approved shall be capped at 204.

Reason: In the interest in maintaining the quality of the hotel both externally and internally and to control the intensity of use of the listed building in order to preserve its special architectural and historic interest in accordance with Policy DC1, DC2 and DC8 of the Local Plan (2018).

48. Student Numbers

The number of pupils enrolled at the school hereby permitted shall not exceed 475 at any one time.

Reason: In granting this permission, the Council has had regard to the special circumstances of the case. Additional students may be unacceptable due to the effect on residential amenity or traffic generation, in accordance with Policies T1, T2, T4, T6, CF1, CF2, CC11 and CC13 of the Local Plan (2018).

49. Materials

Prior to the commencement of the relevant parts of the development hereby permitted, 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, 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 Policy D4 of the London Plan (2021) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

50. 1:20 detailed drawings

Prior to the commencement of the relevant part of the development hereby permitted, 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 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 Policy D4 of the London Plan (2021) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

51. Landscaping & Public Realm

Prior to the first occupation of the development hereby permitted, details of the proposed soft and hard landscaping of all areas external to the building shall be submitted to and approved by the Council. These details shall include any public realm along Maclise Road, Olympia Way and Beaconsfield Terrace where they adjoin the application site.

The details shall include: planting schedules and details of the species, height and maturity of any trees and shrubs, including sections through the planting areas; depth of tree pits, containers and shrub beds; details relating to: the access of each building, pedestrian surfaces, materials, kerb details, external steps and seating, street furniture, bins and lighting columns that shall all ensure a safe and convenient environment for blind and partially sighted people.

The landscaping works shall be carried out in accordance with the approved details and shall thereafter be permanently retained in this form.

To ensure a satisfactory external appearance of the development and relationship with its surroundings, and the needs of the visually impaired are catered for in accordance with the Equality Act 2010, Policy D4 and D5 of the London Plan (2021) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

52. Samples – Hard Landscaping

Prior to commencement of landscaping and public realm works, details and samples of all materials to be used for any hard landscaping or street furniture 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 Policy D4 of the London Plan (2021) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

53. Landscape & Public Realm Maintenance

Prior to commencement of landscaping and public realm works, a Landscape & Public Realm Management Plan shall be submitted to and approved in writing by the Council for all landscaped areas. This shall include details of management responsibilities and maintenance schedules for all landscape areas.

The landscape management plan shall be implemented in accordance with the approved details and shall thereafter be permanently retained in this form.

Reason: To ensure that the development provides an attractive natural and visual environment in accordance with Policy D4 of the London Plan (2021) and Policies DC1, DC2 and DC8 of the Local Plan (2018).

54. Site Wayfinding

Prior to practical completion of the development hereby permitted, details of wayfinding and signage proposed around and on the site should be submitted to and approved in writing by Council.

The wayfinding and signage proposed on and around the site should then be

provided as approved and thereafter be permanently retained in this form.

Reason: To ensure that the Council may be satisfied with the detail of the proposed wayfinding to ensure a satisfactory appearance and ensure access for all in accordance with Policies DC1 and DC8 of the Local Plan 2018.

55. Obscure Glass

The window glass at ground level in the development shall be clear and shall not be mirrored, painted or otherwise obscured and shall be permanently retained as such unless clearly indicated on approved drawings or subsequently agreed with the Council in writing.

Reason: To ensure a satisfactory external appearance and to prevent harm to the street scene and public realm, in accordance with Policy D4 of the London Plan (2021), and Policies DC1 and DC8 of the Local Plan (2018).

56. Occupiers Signage Strategy

Prior to the first occupation of each use within the development, an Occupier Signage Strategy for all uses within that Phase shall be submitted to and approved in writing by the Council and all development pursuant to this permission shall be carried out in accordance with the approved details.

Reason: To ensure that the Council may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with Policies DC1 and DC8 of the Local Plan (2018).

57. Window Cleaning Equipment

Prior to first use or occupation of the development hereby permitted, details of the proposed window cleaning equipment for the building shall be submitted and approved in writing by the Council. The details shall include the appearance, means of operation and storage of the cleaning equipment. No part of the development shall be used or occupied until the equipment has been installed in accordance with the approved details and shall thereafter be 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 Policy D4 of the London Plan (2021), and Policies DC1 and DC8 of the Local Plan 2018.

58. Accessibility & Inclusive Design

The development hereby approved shall be implemented in full accordance with the approved Accessibility Statement (prepared by Buro Happold, dated 17.12.2021). Each use within the development shall not be occupied until step free access to the relevant part of the building, in line with the approved

documents, has been provided along with all other inclusive design facilities. The development shall thereafter be retained in this form.

Reason: To ensure the development is accessible to all users in accordance with Policy S3 and E10 of the London Plan (2021) and Policy DC2 of the Local Plan (2018).

59. Hotel – Accessibility

No less than 10% of the total hotel bedrooms hereby approved shall be fully accessible for wheelchair users and designed in accordance with the requirements of 19.2.12 of British Standard BS8300-2:2018 (or any such subsequent version of this guidance).

A further 10% of hotel bedrooms shall be designed and capable of adaptation to the requirements of 19.2.12 of British Standard BS8300-2:2018.

The hotel bedrooms shall thereafter be permanently retained in this arrangement.

Reason: To ensure the provision and retention of facilities for all, including disabled people, in accordance with Policy E10 of the Local Plan (2018).

60. Lifts

Prior to first occupation and/or use of each use within the building hereby permitted, details of fire rated lifts shall be submitted to and approved in writing by the Council. Details shall include loading lifts to the basement levels (where applicable) and the measures to ensure that no wheelchair occupiers are trapped if a lift breaks down. The fire rated lifts shall be installed as approved and maintained in full working order for the lifetime of the development.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy D12, S3 and E10 of the London Plan (2021) and Policy DC2 of the Local Plan (2018).

61. Fire Statement

The development shall be carried out and completed in full accordance with the details contained within the approved MSCP Olympia Fire Statement (prepared OFR, dated December 2021). No part of the development shall be used or occupied until all mitigation, measures and means within the approved document have been implemented in full and shall thereafter be retained for the lifetime of the building hereby approved.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the Policy D12 of the London Plan (2021).

62. 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, and maintenance of the green roofs in accordance with Policy D4 of the London Plan (2021) and Policies DC1, DC8, OS2 and OS5 of the Local Plan (2018).

63. 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 Policy D4 of the London Plan (2021), and Policies DC1 and DC8 of the Local Plan (2018).

64. Advertisements

No advertisements shall be displayed on or within any elevation of the Development (including inside windows or on the application site), 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.

65. External Alterations

No alterations shall be carried out to the external appearance of the building, 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.

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.

66. Roller Shutters

No roller shutters shall be installed on any façade of the building hereby permitted.

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.

67. Blast Glazing

Prior to commencement of above ground works, detailed specification of the external glazing including samples, where relevant alongside a technical report (prepared by a qualified Structural Blast Engineer (SBE)) detailing the required standard of blast resistant external and internal glazing as well as any non glazed facades shall be submitted to the local authority, that demonstrates that the glazing will be blast resistant. The SBE report will include the standard of floor slabs and supporting structures columns above and below proposed internal/undercroft parking areas, including loading areas, to help mitigate a progressive structural collapse. Such details shall be implemented, as approved and shall be permanently retained thereafter

Reason: To ensure the development is protected appropriately and securely in accordance with Policy GG6 of the London Plan (2021).

68. School terrace

The school terrace to the fifth floor of the building hereby permitted (as shown on approved dwg no. 2005-SPP-DR-A-CP-P-20-05-01-01 (Rev P01)) shall not be used until an obscure glazed balustrade measuring 1.8m in height has been installed. The glazing shall achieve a minimum level of obscurity equivalent to Pilkington Texture Glass Level 3.

A capacity of 100 individuals shall not be exceeded at any time on the school terrace. The terrace shall not be used at any time other than between 8am and 5pm daily and there shall be no amplified noise.

Reason: To protect the amenities of neighbouring occupiers in terms of overlooking, privacy, noise and disturbance in accordance with Policy CC11 and HO11 of the Local Plan (2018).

Justification for Approving the Application:

- 1) **Principle of development:** the development would deliver a mix of education, recreational and hotel uses which would help to further the creative arts, leisure and visitor infrastructure offer within the Olympia Estate. The development would support the Mayor's and LBHF's aspirations for the delivery of school provision. The school would further provide a robust package of benefits to enable wider community access to the facilities and specialisms offers by the establishment.

The hotel use would help support the function of the Olympia Exhibition Centre as a national and international visitor attraction through meeting a clear and identified need for visitor accommodation. The proposal therefore accords with Policies E10, S2, S3 and S5 of the London Plan (2021) and Policies E3, CF1 and CF2 of the Local Plan (2018).

- 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 hotel, school and gym accommodation. The development would contribute towards the creation of new high-quality spaces and public realm. 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. Where harm has been identified to heritage assets it is considered this is outweighed by the design, heritage and public benefits identified. It is considered that this is compliant with s.66 and s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposed development is therefore considered acceptable in accordance with the NPPF, Policies D3, D4 and HC1 of the London Plan (2021) 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 principle of the loss of the car park has been established under the Masterplan Consent with replacement provision being provided within the wider Olympia Estate. The development will be car free with the exception of 3no. blue badge parking spaces. A package of mitigation and measures to encourage sustainable modes of travel has been secured including travel plans for each use and improvements to active travel routes around the site. The proposal therefore accords with Policies T5 and T6 of the London Plan (2021) and Policies T1, T2, T3, T4, T5 and T7 of the Local Plan (2018).
- 4) **Impact of neighbouring properties:** Potential additional impacts upon noise and disturbance arising from the school use have been demonstrated to be adequately mitigated through appropriate measures implemented on the operation of the terrace. The impacts upon neighbouring properties with regard to daylight, sunlight and overshadowing are considered to remain comparable with the extant Masterplan consent which forms the appropriate baseline for the purposes of this application. The proposal accords with the aims of Policy CC11, HO11 and DC2 of the Local Plan (2018).
- 5) **Sustainability and energy:** The development will achieve a BREEAM rating of 'very good' and has been designed to reduce carbon emissions beyond Part L of the Building Regulations. A carbon offsetting payment has been secured to achieve zero carbon and this will be allocated to appropriate projects within the Borough. The building will connect to the Olympia-wide combined heat and power network and will further benefit from a photovoltaic array. The proposal accords with Policies SI2 and SI4 of the London Plan (2021) and Policies CC1 and CC2 of the Local Plan (2018).

- 6) **Land contamination:** Conditions would ensure that the site would be remediated to an appropriate level for the sensitive school use. The proposed development therefore accords with Policy CC9 of the Local Plan (2018).
- 7) **Planning obligations:** Planning obligations to offset the impact of the development and to make the development acceptable in planning terms are secured. Contributions relating to securing bursaries, an Independent State School Partnership, offsetting highways impacts, carbon offset payment and a local parks contribution are secured. The proposed development would therefore mitigate external impacts and would accord with Policy DF1 of the London Plan and Policy INFRA 1 of the Local Plan (2018)

1. BACKGROUND

- 1.1. This report should be read in together with the application for listed building consent under reference 2021/04168/LBC.
- 1.2. This application relates to the former multi-storey car park (MSCP) on Maclise Road, which forms part of the wider Olympia Exhibition Centre site. The Olympia site, including MSCP, benefits from an extant consent for the re-development of the exhibition centre. This comprises the restoration of existing buildings and the provision of a number of new buildings for a variety of exhibition, arts and cultural uses, as well as complementary retail, food and beverage, office, co-working and hotel accommodation, alongside new public spaces.
- 1.3. At the MSCP site, the part demolition, redevelopment and extension of the building to provide hotel, cinema and flexible office / conference uses was approved under the Olympia masterplan development. The development has been commenced and relevant demolition has been completed.
- 1.4. This application seeks planning permission and listed building consent for an optional, alternative development at MSCP in place of the development at the site which was approved under the Olympia Masterplan development.
- 1.5. The proposed development at the site comprises the alteration and extension of the MSCP building to provide a school and an indoor fitness and leisure use alongside the hotel use which was previously permitted as part of the original Olympia masterplan development.

Mayoral Referral

- 1.6. Under the terms of the Town & Country Planning (Mayor of London) Order 2008, the Greater London Authority has been notified as the application forms part of a more substantial proposed development on the same land or on adjoining land.
- 1.7. The GLA responded on 11 March 2022 and advised that given the scale and nature of the proposals, they had concluded that the proposals do not give rise to any new strategic planning issues. As such, the application will not need to be referred to the Mayor of London prior to issuing a decision notice.

Application Format

- 1.8. This is an application for what is commonly referred to as a “drop-in” planning permission: if granted and implemented, the permission would effectively “drop in” to the consented Olympia Masterplan scheme. The drop-in permission would apply to the MSCP site only and the masterplan consent would apply to the remainder of the Olympia masterplan development.
- 1.9. The format of the application would allow for the developer to decide to implement either the drop-in consent (if granted) or the Masterplan consent insofar as it relates to MSCP.
- 1.10. Two further applications, a s73 minor material amendment and a s96a non-material amendment, were submitted concurrently with the full and listed building consent

applications. The s73 and s96a applications relate to the Masterplan consent and are regulatory in nature. The applications seek to create a new Phase 5 which would comprise of the works to MSCP only. The MSCP works were previously within Phase 3, which also includes the G-Gate theatre development.

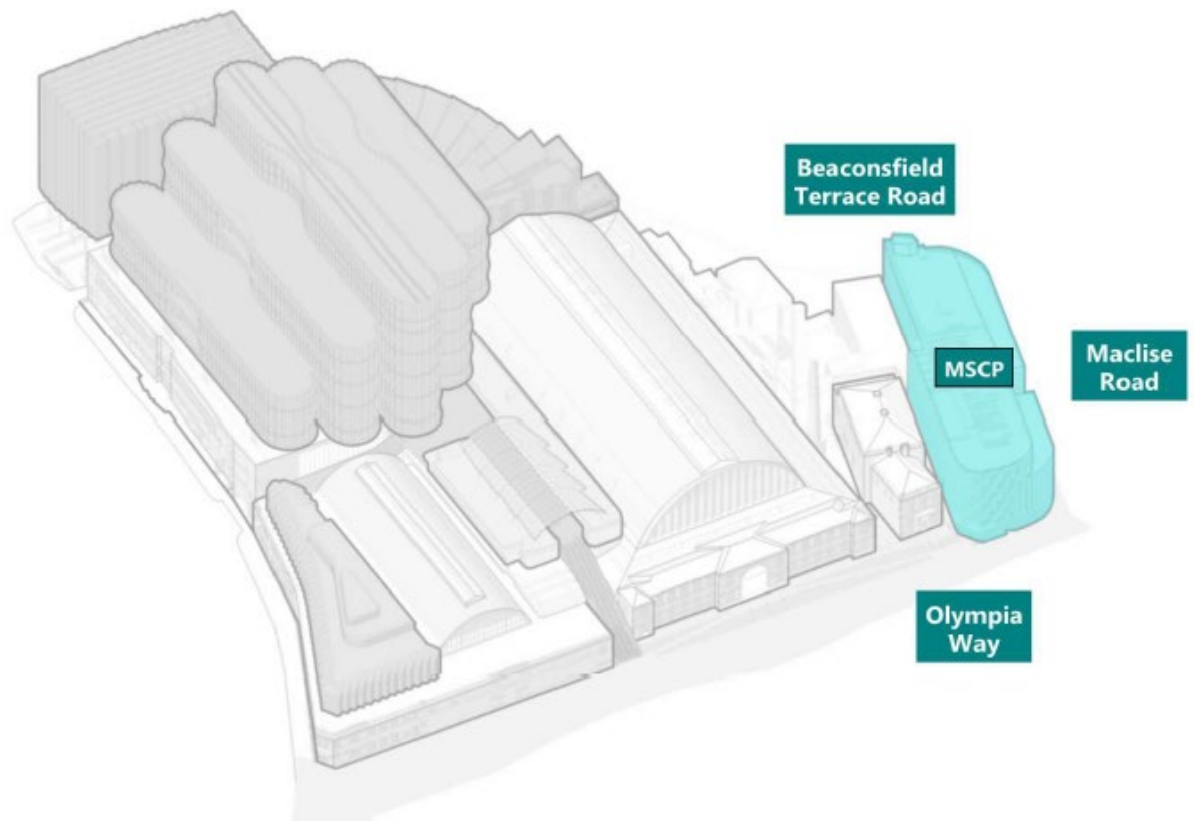
2. SITE DESCRIPTION & SITE SURROUNDINGS

Olympia Exhibition Centre (Masterplan Site)

- 2.1. The Olympia Exhibition Centre comprises eight main buildings within the land bounded by Hammersmith Road to the south, Olympia Way to the east, Maclise Road to the north and Beaconsfield Terrace Road and Blythe Road to the west. The Masterplan site has an area of 4.6ha.
- 2.2. The eight buildings are highly varied in terms of age, architectural appearance and physical form, although all of the buildings are associated with the historic use of the site for exhibition and conference purposes, housing various international exhibitions, events and conferences.

Maclise Road Multi-Storey Car Park (MSCP)

- 2.3. This application relates only to the MSCP building which forms part of the wider Olympia Exhibition Centre estate.
- 2.4. The MSCP building fronts Maclise Road on the northern boundary of the Olympia Masterplan site, with Olympia Way lying to the east, Beaconsfield Terrace Road to the west and the 'Printworks' building and Pillar Hall adjacent to the south.
- 2.5. The original MSCP building was of concrete construction with brick facing, comprising basement, ground and five upper storeys. It has historically provided car parking for the exhibition uses across the remainder of the Olympia Exhibition Centre site, along with some ancillary storage space for the exhibition use.
- 2.6. The building has been substantially demolished with the façade partially retained. These works have been undertaken pursuant to previous consents granted on the site, as set out in the 'Planning History' section of this report.
- 2.7. Prior to its demolition, the MSCP building was last in use as car parking and ancillary storage associated with the exhibition use of the wider Olympia site.



Site Designations

- 2.8. The site is located within the Olympia and Avonmore Conservation Area, falling within Sub-Area A as defined within the CA character profile. The MSCP building is Grade II listed. 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 of the Masterplan site is the Dorcas Estate Conservation Area and to the west is the Brook Green Conservation Area which features a mixture of residential streets and larger commercial buildings.
- 2.9. The site falls partially within Flood Risk Zone 3 and partially within Flood Risk Zone 1. The site further lies within the Heathrow Safeguarding Zone. The site has a Public Transport Accessibility Level (PTAL) of 5 – 6a, on a scale of 0 – 6b where 6b represents the best access to public transport.

3. PLANNING HISTORY

Olympia Masterplan

- 3.1. The Olympia Exhibition Centre has been the subject of large number of applications for incremental changes over an extensive period of time, to accommodate the evolving exhibition use which occupies the Exhibition Centre.
- 3.2. Full planning permission and listed building consent (ref: 2018/03100/FUL and 2018/03101/LBC) were approved in September 2019 for the development at Olympia Exhibition Centre which is known as the 'Olympia Masterplan Development'. This development comprises the restoration of the existing historic

buildings as well as the provision of high-quality new buildings for a variety of exhibition, arts and cultural uses, as well as complementary retail, food and beverage, office, co-working and hotel accommodation, alongside new public spaces. At the MSCP site, the part demolition, redevelopment and extension of the building to provide hotel, cinema and flexible office / conference uses was approved under the Olympia Masterplan development. The full description of development was as follows:

“Redevelopment of Olympia comprising:

- a) Central Hall - demolition with retention of listed façade to Hammersmith Road, erection of new ground plus 12 storey building for (B1) office, (D1) exhibition, flexible (A1-A4) retail/financial and professional services /restaurant/bar, and flexible (B1/D1) office/conference uses; new site-wide logistics centre, car/cycle parking and plant within two new basement levels;*
- b) G-gate site - erection of ground plus 9 upper storeys building with two levels of basement for use as a theatre, (D1) exhibition and flexible (A3/A4) restaurant/bar use at ground/level 2 and roof level;*
- c) National Hall - internal and external alterations comprising three storey roof-level extension for use as (C1) hotel, part use of National Hall for (A1-A4/C1) hotel and ancillary use, two levels of internal decks for use as (D1) exhibition space and flexible (D1) exhibition/(A3/A4) restaurant/bar use, alterations to existing basement and associated internal and external works;*
- d) West Hall - alterations and extension to provide two additional storeys for use as (D2) live music and performance space;*
- e) Maclise Road Multi Storey Car Park - partial demolition, alterations and extension for use as (C1) hotel, (D2) cinema, and flexible (B1/D1) co-working/conference use;*
- f) 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 use (A1-A4) retail/restaurant/bar/financial and professional services;*
- g) Pillar Hall - Internal and external alterations for use of building for (A3/A4) restaurant/bar, ancillary live music;*
- h) Grand Hall - internal and external alterations including creation of two levels of internal decks for use as (D1) exhibition space and flexible (D1), (A3/A4) exhibition/restaurant/bar use;*
- i) Plant and energy centres;*
- j) Pedestrian/vehicle/cycle/highway works;*
- k) Public realm, landscaping and associated works.”*

- 3.3. Following the granting of the Olympia Masterplan Development planning permission and listed building consent in 2019, the detailed design of various buildings has been progressed and refined to reflect the business and operational needs of future occupiers and tenants and to enhance the mix of uses provided. Various applications to amend the Olympia Masterplan Development have accordingly been approved.

Olympia Masterplan – s73 Minor Material Amendments & s96a Non-Material Amendments

- 3.4. The below listed s96a non-material amendment applications are relevant to the MSCP building. Although other s96a applications pursuant to the Masterplan

Development have been submitted to the Council, they are not directly relevant to the assessment of this application. All s73 minor material amendment applications have been listed.

- 3.5. An application under Section 73 of the Town and Country Planning Act was made in April 2020 (ref: 2020/01048/VAR), and approved on 7 January 2021, to accommodate minor design alterations and changes to the layout of the various uses internally at the Olympia Masterplan Development. The application sought:

“Minor-material amendment to Conditions 2 (Approved Drawings), 53 (to include office B1 use in G-gate), 54 (Maximum Floorspaces), and 72 (Hotel Bed Cap) of planning permission ref. 2018/03100/FUL granted 25th October 2019 for Redevelopment of Olympia”

- 3.6. Listed building consent (2020/10147/LBC) was sought and granted in parallel for the works under application 2020/01048/VAR as follows:

“Internal and external alterations, amendments and extensions to the Olympia buildings and plots namely Central, G-gate, West, Multi Storey Car Park, Pillar Hall, Grand Hall and National Hall, and associated plant and public realm spaces (to be carried out alongside elements of listed building consent 2018/03101/LBC in connection with the comprehensive redevelopment of the site.”

- 3.7. An application (ref: 2021/01996/NMAT) under Section 96A of the Town and Country Planning Act was made in June 2021, and approved on 1 October 2021, to accommodate design alterations and changes to the layout of the various uses internally within MSCP. The application sought

Non-material amendment to Conditions 2 (approved drawings), 54 (Maximum Floorspaces) and 72 (Hotel Bed Cap) to include Internal and external alterations and amendments to the MSCP Building (of planning permission 2020/01048/VAR dated 7 Jan 2020).

- 3.8. An associated listed building consent (ref: 2021/01992/LBC) was sought for these works as follows and was granted in December 2021. This application, along with 2021/01996/NMAT, is of particular relevance as it granted the full extent of demolition at MSCP.

“Internal and external alterations to Multi Storey Car Park building.”

Multi-Storey Car Park (MSCP)

- 3.9. There has been a relatively limited number of applications comprising substantial works to the MSCP, other than the Olympia Masterplan Development planning permission and listed building consent.
- 3.10. Planning permission (ref: 2018/00745/FUL) was approved on 11 July 2018 for a temporary meanwhile use for the MSCP building, which has since ended. Planning permission was granted 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) 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.”

- 3.11. In parallel listed building consent (ref: 2018/00746/LBC) was sought and granted for:

“The erection of a timber-framed roof extension; installation of ventilation extracts and 7no. air conditioning units at rooftop level; associated internal and external alterations, all for a temporary period of up to 3 years in connection with the change of use for a temporary period of 3 years, of part of the rooftop and Level 5B from a car park (Sui Generis) to a restaurant (Class A3) and ancillary services (Level 5B).”

Olympia Way

- 3.12. An application (ref. 2018/03102/OUT) for outline planning permission (landscape, appearance and scale reserved) was submitted at the same time at the original ‘Olympia Masterplan Development’ application. This application was made in relation to the parcel of land at Olympia Way (adjacent to and east of the Olympia Masterplan Site). The description of development reads as follows:

“Outline Planning permission for works at east of Olympia Way (access and layout applied for, landscape, appearance and scale reserved) comprising: a) Demolition of existing building adjacent to station entrance and the erection of buildings up to 4 storeys in height for flexible use as Class A1-A4 retail, professional and financial services, restaurant, bar; Class B1 office; Class D1 exhibition/community use; b) New public realm; and c) Landscaping and other associated works”.

- 3.13. A reserved matters application, ref. 2022/01294/RES, has been submitted to the Council pursuant to the 2018 outline consent. This is pending consideration.
- 3.14. A s96a non-material amendment application has been submitted alongside the reserved matters application, ref. 2022/01293/NMAT. This seeks to amend Condition 3 (Design Code and Parameters) to incorporate amendments to footprint, materiality and layout.

4. DESCRIPTION OF DEVELOPMENT

- 4.1. The application seeks full planning permission for the re-development of the MSCP building only. This is an application for what is commonly referred to as a “drop-in” planning permission: if granted and implemented, the permission would effectively “drop in” to the consented Olympia Masterplan scheme. The drop-in permission would apply to the MSCP site only and the masterplan consent would apply to the remainder of the Olympia masterplan development.
- 4.2. The proposed scheme would provide for a hotel (Class C1), gym (Class E(d)) and school (Class F1) on the site along with the development of, and extension to, MSCP behind the retained façade.
- 4.3. The demolition works have been completed and fully implemented under the masterplan consent, ref. 2020/01048/ VAR. The full extent of the demolition works,

as amended, was approved under 2021/01996/NMAT and 2021/01992/LBC). Accordingly, this application for full planning permission, (alongside the corresponding application for Listed Building Consent), does not seek consent for any demolition works.

4.4. The proposed development would comprise the *erection of a building comprising basement, ground and 7 upper storeys with associated roof level plant for hotel (Class C1), gymnasium (Class E) and school (Class F1) uses incorporating the retention of (and associated alterations to) the remaining elements of the Multi Storey Car Park building*. This is in line with the development approved under the Masterplan consent. However, there would be a number of areas where the 'drop in' application would slightly differ from the Masterplan. These are summarised as follows:

- Increase in floor heights and overall building height of 1.65m, to accommodate the internal space requirements of the operators;
- Amendment of basement level layouts, to reflect updated structural approach and operator requirements, resulting in reduction of basement level excavation;
- Rationalisation of facade at level 01 - 06 at South East part of the building, to standardise the radius of the external curved glass and brick on the elevations;
- Alteration of western facade glazing at level 05 - 07, to optimise the facade corners and to suit the operators requirements;
- Introduction of projecting monorail system at roof, required to allow safe maintenance and access;
- Alteration of roof plant and screening layout, to reflect updated plant requirements;
- Introduction of access to level 5 northern terrace for use by school and adjustments to planting and screening for fall protection;
- Adjustment of greening to the hotel terrace at level 6;
- Amendment of window heights at ground floor north elevation and provision of additional access for school use;
- Amendment of the design of the link building to Pillar Hall; and
- Amendment of the adjoining highway and public realm.

4.5. The 'drop in' application further differs from the Masterplan with regard to the uses it proposes within the MSCP building. Within the Masterplan, the MSCP building would provide office/conference space, a hotel with 204 rooms and a four-screen cinema. The uses proposed by the 'drop in' application are set out in the below table:

Proposed Use	Use Class	Proposed GIA (sqm)
School	F1	6574
Gymnasium	E(d)	887
Hotel	C1	11056

- 4.6. **Education** – the proposed education use would comprise an independent secondary school for creative arts, operated by Alpha Plus Group and the BRIT school. The school would provide for students aged between 11 – 18, with approximately 450 on roll at any given time. Student entry to the school would be phased, with approximately 100 students across three year groups starting in the first year of operation. The student numbers would then increase yearly over a 5-year period. The BRIT school would run its BRIT Kids Saturday school programme from the site as well as delivering the school's creative arts educational programme. The school would be set across all eight floors and the basement of the building, providing a theatre, school hall, dining room and a variety of teaching spaces. The theatre would be made available for community use on weekday evenings. The proposed school would replace the office/conference use approved in the Masterplan, should the drop-in application be approved and implemented.
- 4.7. **Gym/indoor recreation** – the proposed gym would be set within the eastern portion of MSCP's basement and would be accessed from Olympia Way, close to the junction with Maclise Road. The gym would have a maximum capacity of 250 and provide two studios for group classes. The proposed gym would replace the cinema use approved in the Masterplan, should the drop-in application be approved and implemented.
- 4.8. **Hotel** – the hotel would largely remain the same as consented by the Masterplan. There would be a maximum of 204 rooms, with a lounge, meeting rooms, reception, dining area and kitchen provided at ground floor level. Guest rooms would be set across the 1st – 7th floors above.
- 4.9. Listed Building Consent is also sought for the internal and external works proposed above under application ref. 2021/04168/LBC.
- 4.10. In support of the planning application and Listed Building Consent the applicant has submitted the following documents:
- Covering Letter
 - Relevant application forms, certificates and notices, for full planning permission and listed building consent
 - Community Infrastructure Levy Additional Information Form, prepared by Gerald Eve LLP;
 - Drawing Schedule, prepared by SPPARC Architects;
 - Previously Approved Drawing Pack, prepared BY SPPARC Architects
 - Proposed Amended Drawing Pack, prepared by SPPARC Architects;
 - Demolition Drawing Pack (Listed Building Consent only), prepared by SPPARC Architects;
 - Design and Access Statement, prepared by SPPARC Architects;
 - Environmental Statement submitted with the original Masterplan planning application, prepared by Trium, for reference only (to be read in connection with the ES Addendum);

- Environmental Statement Addendum (May 2020) submitted with the s73 amendment to the Masterplan, prepared by Trium, for reference only (to be read in connection with the ES Addendum);
- Environmental Statement Addendum – Volumes 1 and 3, prepared by Trium;
- Environmental Statement Volume 2 Addendum, prepared by Montague Evans;
- Accessibility Statement, prepared by Burro Happold;
- Arboricultural Report, prepared by Tim Moya Associates;
- Archaeological Desk Based Assessment, prepared by AOC Archaeology Group;
- Biodiversity Net Gain Assessment, prepared by Tim Moya Associates;
- Circular Economy Statement, prepared by Adapt;
- Drainage Statement and SuDS Strategy Report, prepared by Robert Bird Group;
- Fire Statement, prepared by OFR;
- Lighting Scheme Report, prepared by Studio Fractal;
- Noise Impact Assessment, prepared by Vanguardia;
- Preliminary Ecological Appraisal, prepared by Tim Moya Associates;
- Statement of Community Involvement;
- Sustainability Statement, prepared by McBains;
- Town Planning Statement, prepared by Gerald Eve LLP;
- Urban Greening Factor Assessment, prepared by LDA Design;
- Whole Life-Cycle Carbon Assessment Report, prepared by McBains;
- Basement Impact Assessment Report, prepared by Robert Bird Group;
- Land Contamination Assessment, prepared by Pell Frischmann;
- Energy Strategy, prepared by Desco;
- Flood Risk Assessment, prepared by Robert Bird Group;
- Heritage, Townscape and Visual Impact Assessment, prepared by Montague Evans;
- Healthy Streets Transport Assessment, prepared by Momentum;
- Framework Delivery and Servicing Plan, prepared by Momentum
- Security Strategy, prepared by QCIC

5. PUBLICITY & CONSULTATIONS

Consultation Responses

Greater London Authority (GLA)

- 5.1. The Mayor of London has responded that the proposal raises no new strategic issues and as such has directed that under article 5(2) of the Order above, the Mayor of London does not need to be consulted further on this application and the Council may, therefore, proceed to determine the application without further reference to the GLA. As such should planning permission be granted, this application would not need to be referred to the Mayor of London for Stage 2 prior to the issue of any decision notice.
- 5.2. London Underground (Infrastructure Protection) – no objection subject to conditions
- 5.3. Historic England (GLAAS Archaeology) – no objection. A programme of historic building recording was carried out on the car park as part of a previous application.

The building is basemented and therefore it is likely that any potential below ground archaeology has been removed. No further archaeological work is therefore recommended.

- 5.4. Metropolitan Police (Design Out Crime) – no objection
- 5.5. TfL – No objection subject to additional ATZ routes (which was forthcoming) and conditions
- 5.6. Thames Water – no objection
- 5.7. Royal Borough of Kensington & Chelsea (RBKC) – no objection
- 5.8. British Airports Authority – no objection

Residents and Amenity Groups

- 5.9. The full application and listed building consent (LBC) were each advertised by way of site notices posted around the MSCP (dated 16.02.2022) and press notices (dated 16.02.2022). An expiry date for comments of 09.03.2022 was given.
- 5.10. Neighbour notification letters, covering both the LBC and full application, were sent to 3,559 properties on 08.02.2022. Unfortunately, an admin error resulted in the printing of an incorrect description of development on the notification letters. This was immediately rectified through a reissue of all 3,559 letters on 14.02.2022 with the correct description of development and a note to that effect. An expiry date for comments of 16.03.2022 (i.e., 30 days following the date of the corrected letters) was given.
- 5.11. A total of 13 objections were received against the listed building consent and 22 against the full application. Of these objections, 8 related to the incorrect description of development and did not make any representations on the development proposed. Objections were also received in relation to the principle of the wider Olympia Masterplan which received consent in 2019. The majority of the objections to the LBC were also submitted against the full application leading to a degree of duplication. The objections to both the full and LBC are summarised below:
 - School would lead to increased noise, litter and traffic locally
 - Increase in traffic and footfall from school and gym
 - Increase in anti-social behaviour from school
 - Works to the building would harm the heritage asset
 - Lack of infrastructure to support the development
 - There is no need or demand for the uses proposed
 - School would not serve needs of the community
 - Amenity issues from school terrace
- 5.12. One neutral comment was received which was supportive of the principle of a school.

Public Engagement

- 5.13. The applicant provided a Statement of Community that summarises the public consultation that has been undertaken prior to the submission of this application.
- 5.14. The applicant held three public consultation events, with the first two events focussing on the proposed introduction of a school use into MSCP. The third event consulted on changes to the façade, height, and school terrace use with the MSCP building. The proposals were further discussed at public events held by the applicant relating to the wider masterplan throughout 2021.
- 5.15. The first event took place virtually in November 2020. In total, 50 members of the public attended the consultation and 21 asked questions or gave feedback. The majority of the questions and feedback related to the overall development approved in 2019, known as the 'masterplan', however, there were questions on the provision for break and exercise space for pupils attending the school.
- 5.16. The second event was held in December 2020 and was again virtual owing to Government guidance on social distancing at the time. The event took the form of one-to-one online meetings. In total 44 members of the public booked meetings and 34 attended meetings. Most of the attendees wanted to ask questions on the 'masterplan' generally. The questions on the school related to traffic movements and pick up and drop off.
- 5.17. The third public consultation event was held virtually in March 2021 and included information about the proposed changes to MSCP. The consultation event was again in the format of one-to-one online meetings. In total, 38 people attended the meetings. Given the one-on-one nature of the calls there was more of a dialogue and verbal feedback was recorded. Again, most of the attendees wanted to ask questions on the 'masterplan' generally.

6. PLANNING POLICY FRAMEWORK

- 6.1. The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.
- 6.2. 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).
- 6.3. In this instance the statutory development plan comprises the London Plan (2021), 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.

National Planning Policy Framework (NPPF)

- 6.4. The NPPF (2021) 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.

- 6.5. 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.

The London Plan

- 6.6. The London Plan was published in March 2021 and is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years.

The Local Plan

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

7. ENVIRONMENTAL IMPACT ASSESSMENT

- 7.1. An Environmental Impact Assessment (EIA) has been undertaken and an Environmental Statement (ES) Addendum has been submitted by the applicants under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The 2018 ES, the 2020 ES addendum and the 2021 ES addendum are to be read alongside each other and together comprise the ES for the redevelopment proposals.
- 7.2. On their own, the proposals for the MSCP do not constitute EIA development under the EIA Regulations. The development does not fall within any descriptions within Schedule 1. The proposal does fall within the definition of a Schedule 2 'urban development project', however, it would not meet any of the screening thresholds for this type of development. The development would not contain any residential units, it is not located within a 'sensitive area' as defined by the EIA Regulations and the total site area would not comprise more than 1ha of urban development.
- 7.3. The development would, however, come forward in the context of the wider Olympia Masterplan which is EIA development. The applicant has therefore prepared and submitted an Environmental Statement (ES) Addendum to the 2018 ES, as amended in 2020. This addresses any likely significant environmental effects of the revised proposal for MSCP in the wider redevelopment context – i.e. the Masterplan, Olympia Way development and the 'drop-in' for MSCP, in addition to any other nearby committed schemes. The 2020 ES Addendum, read in conjunction with the 2018 ES, remains relevant with regard to an assessment of the likely significant environmental impacts of the consented Masterplan, Olympia Way development and any other nearby committed schemes.
- 7.4. The Environmental Statement Addendum comprises:

- ES Addendum – Volumes 1 (Main Environmental Statement) & 3 (Technical Appendices); and
- ES Addendum – Volume 2 (Heritage, Townscape and Visual Effect Assessment)

Demolition and Construction

7.5. The development proposed by the MSCP drop-in application would allow for the time periods for each construction activity remains similar to that assessed within the 2018 ES (as amended). The alternative drop-in MSCP development would therefore not impact upon the results and conclusions of the transport demolition and construction impact assessment as presented in the 2018 ES.

Completed Development

7.6. In summary the ES concludes that the overall Olympia proposal set out in the full and outline applications, with the alternative drop-in MSCP development consented and implemented, when operational development is likely to result in the following impacts, listed below. The conclusion of this assessment has been reviewed by the applicants ES consultant, post demolition of the original structures, (in accordance with the approved consents), and the final conclusions in terms of impacts are summarised below:

EIA Topic Area	Olympia Masterplan Development (as amended)	Change in Residual Effect
Socio-Economics	Major Beneficial - National - Exhibition Provision - Regional - Operational Employment - Borough - Hotel Provision - Local - Food & Beverage Provision Moderate Beneficial - Borough - Office Provision, Retail Provision - Local - Provision of Public Realm - Local – Provision of a secondary school	No Change from Olympia Masterplan development scenario The provision of public realm would change from Moderate Beneficial to Major Beneficial .
Townscape	Major Beneficial (Local) Character Area 1 (Large Institutional Development from the 19th and early-mid 20th century) Moderate Beneficial (Local) Character Area 5 (Large commercial frontages on the north side of Hammersmith Road/Kensington High Street)	No Change from Olympia Masterplan development scenario

Built Heritage	Major Beneficial (Local) Grand Hall; Pillar Hall; National Hall; Central Hall Moderate/Major Beneficial (Local) Olympia and Avonmore Conservation Area Moderate Beneficial (Local) MSCP	No Change from Olympia Masterplan development scenario
Views	Major Beneficial (Local) View 1 (View West from railway bridge between Hammersmith Road and Kensington High Street), View 3 (View east of junction between Hammersmith Road and Southcombe Street) Moderate Beneficial (Local) View 4 (North End Road at junction with Fitz-James Avenue), View 5 (Avonmore Road), View 8 (Napier Road at junction with Addison Road)	No Change from Olympia Masterplan development scenario Additional potential beneficial effects: Major Beneficial (Local) View 2 (View of Olympia Way and Hammersmith Road) Moderate Beneficial (Local) View 15 (Near the entrance to Grand Hall, Olympia Way)
Wind Microclimate	(Negligible to) Minor Beneficial (Local) Entrances (On-Site)	No Change from Olympia Masterplan development scenario
Noise (Delivery and Servicing Noise – night-time)	Not Significant	Significant Adverse Sinclair Road, Maclise Road
Noise (Delivery and Servicing Noise – day-time)	Potentially Significant Sinclair Road	No Change from Olympia Masterplan development scenario
Daylight	Major Adverse Local: 1-35 Argyll Mansions 67-81 Hammersmith Road Moderate to Major Local: 1-50 Palace Mansions Moderate Adverse Local: 1-31 Glyn Mansions 72 Blythe Road Minor to Moderate Adverse Local: 85-87 Hammersmith Road, 89 Hammersmith Road	No Change from Olympia Masterplan development scenario Additional potential adverse effect: Moderate Adverse Local: 2 Sinclair Road
Sunlight	Moderate Adverse Local: 6 Beaconsfield Terrace Road, 3 Sinclair Road, 2 Sinclair Road, 8 Sinclair Road, 388 Kensington High Street, 1-50 Palace Mansions, 1-35 Argyll Mansions, 72 Blythe Road Minor/Moderate Adverse Local: 5 Sinclair Road	No Change from Olympia Masterplan development scenario

Overshadowing (Sun Hours on Ground)	Moderate Adverse Local: 2-4 Sinclair Road 6 Sinclair Road	No Change from Olympia Masterplan development scenario
Light Spillage	Moderate Adverse Local: 1-50 Palace Mansions; 1-35 Argyll Gardens; 67-81 Hammersmith Road; 72 Blythe Road	No Change from Olympia Masterplan development scenario
Climate Change (Contribution of GHG to the environment)	Significant Adverse (Global) Global Climate	No Change from Olympia Masterplan development scenario

Demolition and Construction – Assessment and Conclusions

- 7.7. The EIA process has demonstrated that, during the period of demolition and construction works, temporary significant adverse effects would be experienced in terms of the listed buildings within the Olympia Estate, as well as to surrounding public views, as works progress involving demolition of existing buildings within the Masterplan Site and construction of the new build. Corresponding adverse effects with respect to noise and vibration are also expected given the scale of the works and proximity of surrounding receptors to the Olympia Estate, although it is expected that appropriate best practice measures and monitoring would be implemented to ensure prescribed thresholds (for both noise and vibration levels) are maintained to avoid significant adverse effects where practicable.
- 7.8. In terms of climate change and the impact of the contribution of GHG emissions to the global climate, the inherent assumption outlined within relevant guidance that ‘any increase in GHG emissions... has the potential to be significant due to the high sensitivity of the receptor (global climate) to increases in GHG emissions...’ means that any contribution to the environment during the lifecycle stages of the development is considered significant and that opportunities to avoid, reduce or off-set the contribution should be adopted where feasible.
- 7.9. It is also expected for the works to generate significant beneficial effects in terms of the listed buildings within the Olympia Estate, as well as the opportunity for local employment.

Completed Development – Assessment and Conclusions

- 7.10. The EIA process has demonstrated that, once the Olympia Estate Redevelopment (comprising the Olympia Masterplan, Olympia Way development and the alternative ‘drop-in’ MSCP development) is fully complete and occupied, likely significant adverse effects are expected with respect to daylight and sunlight effects to surrounding sensitive receptors, in addition to light spillage. The redevelopment may also create a likely significant adverse overshadowing effects to the amenity areas in proximity of the Olympia Estate. Noise generated from delivery and servicing activities undertaken at night could lead to significant adverse effects to those located in close proximity to the loading bays if left unmitigated.
- 7.11. As for the construction phase, in terms of climate change and the impact of the

contribution of GHG emissions to the global climate, any contribution of GHG emissions during the lifecycle stages of the development is considered significant. Opportunities to avoid, reduce or off-set the contribution have been adopted where feasible (i.e. the Energy Strategy).

7.12. Overall however, the redevelopment of the Olympia Estate proposes the comprehensive refurbishment and regeneration of Olympia London to ensure that Olympia maintains its status as a world-class exhibition destination though improving and enhancing exhibition and conferencing facilities and delivering a range of supporting and complementary uses including flexible office accommodation, visitor accommodation, food and beverage facilities and destination leisure and cultural uses. In addition, the Masterplan site development will deliver significant public realm improvements and increase permeability throughout the site. The alternative MSCP development will further provide a significant benefit by providing a secondary school. All of these elements are synonymous with successful exhibition and conferencing venues across the world. The likely significant beneficial effects relate to:

- Provision of new employment opportunities through the introduction of new land uses and additional floorspace
- Provision of a new secondary school
- Land uses and floorspace introduced to the Olympia Estate to help meet borough, regional and national requirements include: new office floorspace, provision of new hotels, new retail floorspace, new gymnasium floorspace, additional food and beverage floorspace, enhance and provide additional exhibition floorspace
- Provision of new public realm and improving permeability through Olympia
- Improvement and enhancement to the statutory listed buildings within the masterplan
- Improvements and enhancements to the quality of the surrounding townscape, including the Olympia and Avonmore Conservation Area
- Improvements and enhancements to local views
- Wind microclimate effects at on site building entrances

8. PLANNING CONSIDERATIONS

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

- Principle of development and land use
- Socio Economics and Community Benefits
- Design and Heritage
- Residential Amenity
- Highways
- Environmental Considerations
- Accessibility

8.2. Principle of Development and Land Use

Education

8.2.1. The application proposes the provision of a fee-paying, creative arts focussed,

secondary school (Class F1) with a floor area of 6,574sqm. The school would have a maximum of 450 students on roll and would be operated by the Alpha Plus Group. The BRIT School would also have a presence on site, providing the creative arts educational programme for the school along with a weekend programme.

- 8.2.2. **Paragraph 95 of the National Planning Policy Framework (2021)** states that “it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.
- 8.2.3. **Policy S3 of the London Plan (2021)** seeks to ensure a sufficient supply of good quality education and childcare facilities to meet demand and offer educational choice and advises that development proposals for education and childcare facilities should be located in areas of identified need. This policy also supports the extended or multiple use of educational facilities for community or recreational use.
- 8.2.4. **Local Plan (2018) Policy CF1** seeks to support the improvement and expansion of secondary school provision within the Borough. The policy supporting text advises that the Council will generally support developments that improve independent educational facilities in the Borough.
- 8.2.5. The Environmental Statement includes a socio-economic health assessment which incorporates an assessment of local secondary school capacity. Using data from the 2021 annual schools census, the assessment evidences that local non-fee paying schools (defined as within a 2.8m radius of the site) are at 97% capacity. This is above both the London and national average. Borough-wide, there is a surplus of secondary places although this is forecast to gradually decrease. The proposed school would broaden the education offer within the Borough and provide a specialist creative arts curriculum that is not otherwise available locally. The school would provide full bursaries to local students living within the Borough and the operator has committed to entering an Independent State School Partnership. This will facilitate outreach and collaboration with local state schools and allow for the school theatre to be used for productions and other activities. Further details of the offer are set out in the Socio-Economic and Community Effects section of this report. The school will be in a highly accessible location with excellent access to public transport. As such, the proposed school use is considered to accord with the aims and objectives of Policy S3 of the London Plan and Policy CF1 of the Local Plan. The use is therefore supported in principle.

Gymnasium/Indoor Recreation

- 8.2.6. The development would introduce a gym at basement level with a floor area of 887sqm with two studios.

- 8.2.7. **London Plan Policy S5** acknowledges that sport and recreation facilities are important components of social infrastructure, and encourages the provision of both formal and informal facilities to encourage physical activity and deliver a range of social, health and wellbeing benefits to communities.
- 8.2.8. **Local Plan Policy CF3** states that the council will support entertainment, leisure and recreation uses, subject the development having an acceptable impact on local residential amenity, noise, traffic and parking, ensuring any impacts have been mitigated and minimised. **Policy CF1** encourages new leisure, recreation and sport uses as part of major development proposals.
- 8.2.9. The introduction of a gym use to the Olympia Estate would help further expand the leisure and recreation uses across the site. The gym would be in a highly accessible location and the hours of operation and arrival/dispersal of customers would be similar to the cinema use consented in the Masterplan. The provision of new leisure and recreation uses is supported by both London Plan and Local Plan policy. As such, the proposed use would be acceptable in principle.

Hotel

- 8.2.10. The development further proposes a 204 guest room hotel. A hotel within MSCP was approved under the Masterplan and the drop in application would see only very minor layout and design changes to the consented use. There would be no change to the location of the hotel or to the number of approved guest rooms.
- 8.2.11. **Policy E10** of the London Plan seeks to strengthen London's visitor economy through extended and enhancing its attractions and supporting infrastructure. Part C of Policy E10 states that a sufficient supply and range of serviced accommodation should be maintained and Part G advises that within Inner London, it should be provided in town centres and opportunity areas. This approach does differ slightly from the previous London Plan (2017) where specific reference was made to the provision of visitor accommodation in alternative locations where it was related to a major visitor attraction. However, it was established in the assessment of the Masterplan consent that a clear and identified need for visitor accommodation existed in the context of Olympia. Olympia itself is a major visitor attraction of national and international standing and the provision of on-site accommodation will further support its important role. Furthermore, the Masterplan consent is a key material consideration as it provides a valid fall-back position that would allow for the delivery of a hotel of the same size in the same location.
- 8.2.12. **Local Plan Policy E3** confirms that outside of the town centres and Opportunity Areas, visitor accommodation will be acceptable, subject to criteria, where it relates to major visitor attractions of sub-regional or greater significance. As set out above, the hotel will support the role of Olympia as a major attraction by way of providing accommodation for visitors. The proposed hotel would therefore be consistent with the aims and requirements of local policy and is acceptable in principle.

Conclusion

- 8.2.13. The three proposed uses within the MSCP building each comply with the aims

and objectives of the relevant policies within the London Plan and Local Plan. The alternative drop in application would continue to provide for a mix of complimentary uses across the Olympia Estate. The proposal is therefore acceptable in principle, subject to compliance with all other relevant policies.

8.3. Socio-Economic and Community Effects

- 8.3.1. **Policy S2 of the London Plan** seeks to maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures. encourage the shared use of services between schools, colleges, universities, sports providers, and community facilities, and between early years and health and social care providers.

Independent State School Partnership and Bursaries

- 8.3.2. The proposed school operator has worked closely with Officers and LBHF Education to develop an Independent State School Partnership (ISSP) framework. The ISSP will commit the school operator to a package of obligations which will ensure that local state schools will have access to the facilities and expertise within the proposed school. This is in addition to full bursaries for local students and financial contributions to support LBHF's existing educational partnerships.

- 8.3.3. The financial contributions captured by the ISSP and bursaries will be capped at a value of 5% of the total annual turnover of the school. For the first year of operation, it is estimated that this will amount to 3 fully funded bursaries and a financial contribution of £63,000. Entry to the school will be staggered over a five year period and the number of bursaries and value of the financial contribution will increase commensurately. This is presented in the table below. The school operator will be required annually to submit evidence of the actual turnover achieved in the previous financial year to the LPA. If the school has performed better than projected then any uplift will be captured up to a value of 5% of the total turnover. This will then be used to increase the number of bursaries or the financial contribution. This obligation is to be secured in perpetuity.

	2025-26	2026-27	2027-28	2028-29	2029-30
Number of full bursaries	3	6	9	10	12
Contribution towards ISSP	63,000.00	166,550.00	201,000.00	270,750.00	300,600.00

Table 1 - Financial contributions and bursaries to be secured for first 5 years of school operation

- 8.3.4. The financial contribution will be collected by the LPA and able to be drawn down by LBHF Education to fund the initiatives within the ISSP.
- 8.3.5. The ISSP commits the school operator to join the existing local state school Art Network, to attend meetings and to contribute and collaborate on projects. This is considered to be a significant benefit to the Borough given that the school will be delivering a specialist creative arts programme. The ISSP financial contribution can be used to partially fund the co-ordination of events and

facilities for the Arts Network.

- 8.3.6. The ISSP further commits the school operators to engage with the Hammersmith and Fulham Learning Partnership (HFLP). This will be facilitated by LBHF Education. The operator will be required as a minimum to:
- Encourage and invite local schools to benefit from the facilities at and outreach from the new school;
 - Provide through the student cohort a mentoring and collaboration on arts/drama and other creative projects/workshops;
 - Holiday clubs to be curated during half terms and summer programme; and
 - Provide theatre support for a minimum of three school productions per annum.
- 8.3.7. ISSP funding will further be made available for supporting the creative arts industry initiatives sets out within LBHF's Industrial Strategy "Economic Growth for Everyone".
- 8.3.8. Full bursaries will be made available only to local students that live within the Borough. The school operator will work with LBHF Education and relevant local schools collaboratively to identify eligible students that would benefit from the specialist curriculum. A minimum of 12 full bursaries will be provided after five years of operation although this figure may increase if the school performs better financially than initially projected.
- 8.3.9. The BRIT School will run weekly Saturday workshops whereby the majority of places are reserved for school pupils who live in Hammersmith and Fulham. One free workshop will be offered per term and be made available only to pupils living within the Borough. Furthermore, discounted tickets for events and performances held by The BRIT School will be made available to local residents.
- 8.3.10. The school operator will be required to submit an annual monitoring report (AMR) to the LPA which shall include details of the ISSP activities throughout the previous 12-month period and the local schools engaged. The ISSP will be intended to be a live document that can be continually reviewed and updated in agreement with the LPA and LBHF education. However, the financial value of the ISSP cannot decrease through this mechanism. Additionally, the school will be required annually to produce an ISSP brochure for distribution to local schools and stakeholders. This will be intended to help inform local schools of the facilities and support that they can access.
- 8.3.11. The Independent State School Partnership is considered to offer a robust and well considered package of benefits to students living within the Borough. The ISSP has been drafted in close partnership with LBHF Education, the Alpha Plus Group and the BRIT School and the parties will continue to work collaboratively to implement the initiatives secured. The ISSP will ensure that the wider community benefits from the proposed school and that local students will have access to facilities at no cost to their families. The ISSP ensures that a meaningful contribution is made to the creative arts educational offer within the Borough and is compliant with the objectives of Policy S2 of the London Plan.

Community Facilities – School Theatre

- 8.3.12. The proposed school would benefit from an 898sqm theatre at basement level with a seating capacity of 250. The theatre has been designed to meet the requirements of the BRIT School's creative arts educational programme and would therefore be fitted out to a particularly high standard. This would include state of the art professional grade sound and lighting systems. The back of house facilities would include dressing rooms, green rooms, technical rooms and a scenery dock. The theatre space has further been designed to allow for flexible uses with retractable seating allowing for alternative configurations. The developer has offered the school theatre as a community space, with free booking available between 5-11pm on weekday evenings.
- 8.3.13. The Masterplan consent secured 1,107sqm of community floorspace within Central Hall to be made available between 5-11pm on weekdays and 8am – 12pm on weekends. If the alternative MSCP development proposed by the drop-in application is approved and implemented, this floorspace would instead be provided within the school. The quantum of community floorspace would be reduced, and the school theatre could not be made available on weekends owing to the BRIT School's weekend education programme. However, the school theatre would allow for community groups to have access to a high quality space with state of the art facilities for the performing arts. The space would also be flexible, allowing for it to be used for a full variety of community uses. Despite the reduction in floorspace and hours of access, officers consider that on balance the alternative community offer would be acceptable. The provision of, and access to, theatre equipment is considered to be a betterment upon the offer secured under the Masterplan consent. Should permission be granted, a mechanism will be included with the deed of variation for the Masterplan consent (under ref. 2021/04166/VAR) that will allow for the removal of the community floorspace obligation within Central Hall only if the alternative MSCP development is implemented. The alternative MSCP community floorspace will be secured by way of obligation within the legal agreement.
- 8.3.14. This is in addition to the significant community benefits secured as part of the G-gate theatre development under the Masterplan consent. This will provide for use of theatre space by local groups for free and for the theatre operator to work and engage with local groups, schools and colleges. This obligation is unaffected by the alternative MSCP development and amendments to the Central Hall community offer.

Employment and Skills

- 8.3.15. **Local Plan Policy E4** requires the provision of appropriate employment and training initiatives for local people of all abilities in the construction of major developments including visitor accommodation and facilities.
- 8.3.16. A comprehensive demolition, construction and operational phase package of employment and skills obligations has been previously secured under the Masterplan consent. The obligations cover both the Masterplan and the Olympia Way development (which share a single legal agreement) and include apprenticeships, work placements and a skills and training contribution of £7,098,000. Additionally, an employment and skills contribution of £1,914,500 was secured under the Masterplan and Olympia Way legal agreement to be

applied by the Council in the promotion of the training opportunities available. If the alternative MSCP development is implemented, the building will continue to be built out as part of the wider Olympia Estate redevelopment works. The overall quantum of floorspace within the alternative MSCP scheme is consistent with the Masterplan. As such, it is proposed that the package of obligations be retained in their existing form and reference be made to the 'Alternative MSCP Development'. The wording of the relevant schedule within the legal agreement would be amended therefore to explicitly state that this obligation is pursuant to the alternative MSCP development in addition to the Masterplan and Olympia Way.

- 8.3.17. It is considered that the social and economic benefits derived from the alternative MSCP development, including when considered in isolation from the wider Olympia Masterplan, are substantial public benefits and represent the delivery of the council's spatial vision and strategic objectives set out within the Local Plan (2018).

8.4. Design, Heritage and Townscape _

Design

- 8.4.1. **London Plan (2021) Policy D3 Optimising site capacity through the design-led approach** advises that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity, considering form and layout, experience, alongside consideration of quality and character.
- 8.4.2. **Policy D4 Delivering good design** advises that where appropriate, visual, environmental and movement modelling/ assessments should be undertaken to analyse potential design options for an area, site or development proposal.
- 8.4.3. 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.
- 8.4.4. Para 130 of the NPPF states:
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 users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 8.4.5. The Council's **Local Plan Policies DC1, DC2 and DC4** 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. 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. Policy DC4 (Alterations and Extensions) requires a high standard of design in all alterations and extensions to existing buildings.

Design

- 8.4.6. The site would be redeveloped for the erection of a new building comprising basement, ground and 7 upper storeys with associated roof level plant for hotel (Class C1), gymnasium (Class E) and school (Class F1) uses and incorporating the retention of (and associated alterations to) the remaining elements of the Multi Storey Car Park building fronting Maclise Road. The retained elements of the listed MSCP structural frame will be clad to form a glass and brick elevation that has a clear horizontal emphasis reflecting incorporating stylistic cues from the façade of original MSCP building. The proposed design is a thoughtful evolution of the design of the previously approved hotel, cinema and office scheme consented for the site in the Olympia Masterplan, refining the original design and calming the visually expressive elements to the south eastern façade originally proposed to be juxtaposed with the façade of the adjacent Pillar Hall.
- 8.4.7. The proposed building would have a clear hierarchy with set back upper floors behind a parapet, so that the role and proportions of the retained MSCP structural frame would be legible within the grid of the façade. The south eastern corner of the proposed building fronting the public realm adjacent to Pillar Hall would provide a successful visual termination of the key view from the south, looking northwards up Olympia Way. The hotel and gym would provide an active frontage at ground floor level at the eastern end of the site facing Olympia Way and Kensington Olympia Station, while to the west along Maclise Road, the school entrance would also provide animation to the street frontage.
- 8.4.8. The proposed building, incorporating the remaining elements of the structural frame of the listed MSCP building would represent a high quality of design and materials. The building would have a distinctive character and a height and scale appropriate to its position at the northern end of the Olympia Exhibition Centre site where it occupies two prominent corners. The proposed building would have a transformative effect over the current baseline position on the site. The proposals have been informed by an understanding of the significance of

the heritage assets affected and the detailed design of the individual elements is considered compatible with the adjacent listed buildings and the character and appearance of the Olympia & Avonmore Conservation Area.

- 8.4.9. Officers consider that the proposed development would enhance the image of the Olympia estate and help to secure the long-term future of the exhibition centre use. The new building would follow the tradition of large footprint buildings on the Olympia Exhibition Centre site. The proposals would represent a further evolution of development at Olympia and would add to the rich variety of architectural styles and materials on the site. The proposed scheme would have heritage impacts which are discussed later in this report. The proposals would increase the extent of active frontages around the perimeter of the site, improving the visual relationship with the streetscene.

Heritage

- 8.4.10. 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. 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.
- 8.4.11. s16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states in relation to listed buildings that:
'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.'
- 8.4.12. A similar duty in s66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that:
'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.'
- 8.4.13. s72 of the above Act states in relation to Conservation Areas that:
'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.'
- 8.4.14. Para 189 of the NPPF states that:
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 be 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.

8.4.15. Para 195 of the NPPF states that:

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.

8.4.16. Para 197 of the NPPF states that: 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.

8.4.17. Para 199 of the NPPF states that: 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.

8.4.18. Para 200 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.

8.4.19. Para 201 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.

- 8.4.20. Para 202 of the NPPF states that: 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.
- 8.4.21. 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).
- 8.4.22. 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.
- 8.4.23. 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.
- 8.4.24. 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.
- 8.4.25. The scheme would impact both directly on heritage assets and indirectly, namely through impacts on settings. These impacts are considered separately in the following sections.
- 8.4.26. 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 201 and 202 of the NPPF as appropriate.
- 8.4.27. **London Plan (2021) Policy HC1 Heritage conservation and growth** advises that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.
- 8.4.28. **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.

8.4.29. The Council's **Supplementary Planning Guidance SPD (2018)** 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.

Heritage assets

8.4.30. 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.

8.4.31. The site includes the remaining elements of the Grade II listed Olympia Multi-Storey Car Park which dates from 1935-7.

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

- The adjacent heritage assets include:
- Grand Hall and Pillar Hall (Grade II* listed, 1885)
- National Hall and Olympia Central (Grade II listed, 1923 and 1929)
- Blythe House (Grade II listed in part, remainder on Local Register of Buildings of Merit)
- West Kensington Post Office and Delivery Office (Grade II listed)
- Lakeside/Sinclair/Blythe Road Conservation Area
- Brook Green Conservation Area

Townscape Assessment – Visual Impact Analysis

8.4.33. Officers have assessed the Townscape Views Analysis submitted, which has been updated to reflect the current baseline position on the site following the implementation of the consented demolition works. The update confirms that the original conclusions in the submitted Townscape Views Analysis remain valid and have not been changed by the demolition works carried out onsite and that there would be betterment in some views because of the current baseline position on the site.

8.4.34. The proposals for the MSCP site would introduce a high-quality building at the northern end of Olympia Way. It would be a significant improvement on the current baseline position, which consists of a cleared site behind the remaining structural elements of the listed MSCP building which are being supported by a large temporary scaffold frame. The current baseline position detracts from the setting of the adjacent listed buildings and the character and appearance of the Conservation Area and the provision of a new building on the site is essential to reinstating the townscape in this important location. The proposal would repair the streetscene and provide an attractive street frontage to Olympia Way and Maclise Road thereby enhancing the view and the setting of The Grand Hall (Grade II*) and the National Hall (Grade II).

8.4.35. Currently in the view from Sinclair Road, the barrel-vaulted roof of the Grand Hall (Grade II*), which is taller than the terraces in Sinclair Road, recedes away from the street due to its vaulted form and its set back position. Although highly visible, the vaulted roof does not dominate the view, or detract from the setting of

the Lakeside/Sinclair/Blythe Road Conservation Area from where it forms a local landmark, outside of the Conservation Area. The proposed building on the MSCP site will span the full width of the termination point of the view and will be prominent due to its width, height and its position close to the plot edge. It will appear higher than the Grand Hall vaulted roof, which would be screened from view. The proposed hotel would draw the eye away from the Victorian terraces in Sinclair Road. In so doing it will cause some harm to the setting of the Conservation Area, albeit of less than substantial harm.

- 8.4.36. The townscape and heritage benefits of the proposed development need to be weighed against any harmful impacts identified. Officers have undertaken a balanced judgement on the scale of the harm caused and are mindful of Government advice that it is the scale of harm rather than the scale of the proposal that is to be assessed in this judgement.
- 8.4.37. Officers conclude that there would be no significant adverse effect where the proposed development is considered to cause substantial harm to any heritage assets. It is considered that the proposed development would cause either no harm or less than substantial harm to the heritage assets identified. Where there is less than substantial harm, it should be given considerable weight in the planning decision process and there is a presumption against the grant of planning permission. The NPPF recognises that a balance needs to be struck between the preservation of the significance of a heritage asset and delivering public benefit. In this instance it is considered that any harmful impact that the proposal may have in individual views the level would be outweighed by the public benefits the scheme would bring.

Significance of Heritage Assets

Olympia Exhibition Centre

- 8.4.38. 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, 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.
- 8.4.39. Olympia's exhibition halls are 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.

- 8.4.40. Olympia is also unusual for its subsequent evolution, with each additional building expanding the capacity of the complex 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 wider 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 Exhibition Centre is nationally rare and highly significant.
- 8.4.41. A new phase of development is currently underway at the Olympia Exhibition Centre following the commencement of works to implement the Olympia Masterplan. This is particularly evident onsite at West Hall fronting Blythe Road where works on an upward extension are well advanced. Works are also underway at Grand and National Halls fronting Olympia Way and Olympia Central has been demolished behind its façade.

Grand Hall and Pillar Hall (listed at Grade II* under a single listing entry)

- 8.4.42. The Grand Hall and Pillar Hall are the earliest buildings in the Olympia Exhibition Centre complex 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 at Grade II under a single listing entry)

- 8.4.43. The National Hall and Olympia Central contribute to the historic and cultural interest of the Olympia complex 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.
- 8.4.44. Olympia Central was designed by Joseph Emberton, an important figure in the modern movement who is responsible for several 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. The building has recently been demolished behind the retained façade to Hammersmith Road in accordance with the Listed Building Consent for the Masterplan application. Its interiors were acknowledged at the time of the Officer report for the Masterplan application as being intentionally plain, altered and of little remaining heritage interest. The National Hall and Olympia Central have strong group value with the Grand Hall and Pillar Hall.

Olympia Multi-Storey Car Park (MSCP) (listed at Grade II under a single listing entry)

- 8.4.45. The Multi-Storey Car Park was listed in its own right at Grade II in September 2018. It had previously been treated as a listed curtilage building to the exhibition halls. The statutory list description indicates that at the time of designation the significance of the Multi-Storey Car Park lay principally in its historical interest as an important staging post in the development of the multi-story car park in Britain, refining the tandem parking system and the building typology, incorporating a sophisticated structural frame and giving a contemporary expression to its underlying form. It was also listed for its bold streamline design and its architectural interest as an important work of Joseph Emberton, architect of Olympia Central during a period of significant expansion of the Olympia Exhibition Centre complex in the interwar period. The car park supported the exhibition use on the wider site.
- 8.4.46. The significance of the building has reduced dramatically since the statutory list description was issued, because of the implementation in early February 2022 of the demolition works consented under the Olympia Masterplan and a subsequent Listed Building Consent. These works were completed by July 2022. Two sections of the principal façade to Maclise Road remain and these have been altered in accordance with the Masterplan consent including through the removal of brickwork panels and non-original glazing to prepare for its repurposing as part of a new building on the site. The Officer report for the Masterplan application anticipated that should the demolition works be consented and implemented the loss of significance would be substantial. The remaining element of the façade has some limited significance including some group value with the other listed Olympia buildings.

Olympia & Avonmore Conservation Area

- 8.4.47. 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 Centre complex 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.

Blythe House (Grade II listed in part)

- 8.4.48. Blythe House built c.1900 is significant as an impressive composition on a monumental scale by Henry Tanner, an important figure in late-Victorian and Edwardian public architecture. It has historic interest as the former headquarters of the Post Office Savings Bank, among the largest government building projects

of the period, representing both the proto-socialist paternalistic state and the increasing democratisation of wealth in Imperial Britain. It has group value with the adjacent West Kensington Post Office and Delivery Office (Grade II listed), also designed by Tanner. Blythe House is a local landmark; its elevations, surmounted by the twin cupolas flanking the main entrance, make a distinctive contribution to the local streetscape, as does the tall brick campanile style chimney to the south. The later eastern wing is excluded from the listing but is included on the Council's Local Register of Buildings of Merit.

West Kensington Post Office and Delivery Office (Grade II listed)

- 8.4.49. West Kensington Post Office and Delivery Office are located to the south west of the MSCP building. They were built c.1900 to serve the former Post Office Savings Bank Headquarters (Blythe House) and were also designed by Henry Tanner. They are of a more modest scale than their neighbours, of two storeys in red brick with stone dressings. It is a characterful composition on an awkward corner site and is a good example of its type which has strong group value with the adjacent Blythe House.

Former Olympia Printworks building, 10 Beaconsfield Terrace Road (listed curtilage building)

- 8.4.50. The former Olympia Printworks building at 10 Beaconsfield Terrace is no longer part of the Olympia Exhibition Centre and is now in separate ownership. However, it remains a listed curtilage building by virtue of having been built before 1948 as an ancillary and integral part of the Olympia Exhibition Centre complex. The building was built in 1929/30 and was designed by Joseph Emberton. It has a utilitarian appearance in poor quality Fletton brick, reflecting its location within the service yard and its lack of a public facing role within the Olympia estate.

Lakeside/Sinclair/Blythe Road Conservation Area

- 8.4.51. The Lakeside/Sinclair/Blythe Road Conservation Area lies immediately to the north and west of the MSCP building. The area was developed from the 1870s and is characterised by densely developed streets of substantial late-Victorian terraces of two and three storeys in brick and stucco, with some distinctive local shops and pubs. Some post-war development has occurred on sites cleared after bomb damage, including modern four and five storey blocks of apartments. St Simon's Church tower is a local landmark. There are several views from the Conservation Area towards the Olympia Exhibition Centre complex; the remaining element of the Multi-Storey Car Park building terminates the view down Sinclair Road from the north, and there is an important view from Hofland Road towards the prominent, vaulted roof of the Grand Hall, which covers almost the full width of the skyline.

Brook Green Conservation Area

- 8.4.52. The Brook Green Conservation Area lies to the south west of the MSCP building. The Conservation Area has sixteenth century origins, but the majority of its buildings date from its late-nineteenth century development. Its character is predominantly residential terraces, with some larger schools, public and

ecclesiastical buildings including St Paul's Girls' School. Building heights are predominantly two-to-three storeys, but there is also a widespread distribution of taller commercial, retail, educational and mansion block buildings of four and five storeys including Blythe House in the north east corner, rising to up to eight and nine storeys of Latymer Court along Hammersmith Road. The scale and massing of the buildings on Hammersmith Road, which are considerably greater than those on the residential streets leading to Brook Green, acts as a defined edge to the conservation area. There is a view from the Conservation Area looking down Blythe Road towards Blythe House and the Olympia Exhibition Centre.

Impact on significance

8.4.53. Current situation onsite

At the time when the current applications were submitted in December 2021 the significant demolition works to the MSCP building consented under LBC references 2018/03101/LBC and 2021/01992/LBC, (alongside subsequent approval of details applications), had not yet commenced. However, since then, sub phase 3B of the Masterplan development as originally consented, which relates to the MSCP, has been implemented.

8.4.54. Based upon site visits by Officers throughout 2022 it is now considered that demolition works to the MSCP building approved in the previous consents has been substantively completed. The demolition consented in the Masterplan has been slightly under implemented since it is now proposed to retain the basement level pad footings behind the remaining façade as part of the current applications. Consequently, in considering any harm arising from the current applications for planning permission and Listed Building Consent, it is not considered necessary to consider the impact of the demolition works behind the retained façade that have already taken place. Furthermore, no further demolition works are proposed to the MSCP building as part of the current applications.

8.4.55. However, it is worth noting that the works relating to the MSCP building consented in the Masterplan scheme were considered to result in substantial harm to the significance of the Grade II listed MSCP building. The Officer report considered this level of harm to be fully justified and necessary, in accordance with the assessment process set out in the NPPF, to deliver the substantial public benefits of the Olympia Masterplan across the Olympia estate as a whole.

8.4.56. The works relating to the MSCP building consented in the Masterplan scheme were also considered to result in less than substantial harm to the setting of the adjacent Grade II* listed Pillar Hall and Grade II* listed Grand Hall and less than substantial harm to the setting of the adjacent Lakeside/Sinclair/Blythe Road Conservation Area. The Officer report considered this level of harm to be fully justified, in accordance with the assessment process set out in the NPPF and outweighed by the public benefits of the Olympia Masterplan scheme across the Olympia estate as a whole.

Assessment of current applications

8.4.57. The assessment of whether or not harm is caused in relation to the current applications, should be related to the impact of the design of the 'drop in'

scheme on the retained element of the Grade II listed MSCP building on the Olympia and Avonmore Conservation Area and on adjacent heritage assets including the other listed buildings on the wider Olympia estate and on the adjacent Lakeside/Sinclair/Blythe Road and Brook Green Conservation Areas.

Multi-Storey Car Park building (Grade II listed)

- 8.4.58. The remaining element of the Maclise Road façade has some significance, however the implementation of substantial demolition works as part of the consented Masterplan scheme has resulted in the loss of much of the historic fabric of the listed building as well as the historic use of the building as a car park. The retained element is essentially a structural frame in two parts, currently supported by temporary scaffolding, on either side of the recess that was originally designed to accommodate a service station at ground floor level facing Maclise Road. With the exception of the basement level floor pads, all of the MSCP floorplates have been removed including evidence of the historic use such as the split-level parking floors, the vehicle ramps and the stair tower facing Olympia Way. The external brickwork panels and glazing have also been removed in preparation for re-cladding and re-glazing in accordance with the consented Masterplan scheme. The building's special historic and architectural interest and the ability to appreciate the original internal design and historic use of the building have been greatly diminished.
- 8.4.59. From the current baseline position of the remaining structural frame of the MSCP building in two separate parts facing Maclise Road with a cleared site behind, the proposed scheme is likely to have a positive impact on the significance of the listed building including its setting. It involves no further loss of historic fabric from what remains onsite at present and incorporates the remaining structure into a new building with a high quality of design and viable uses. The proposed scheme would retain the base pads at basement level that would otherwise have been demolished as part of the previous consents for the erection of the hotel, office and cinema scheme on the MSCP site.
- 8.4.60. The overall height of the new building and in particular the setback upper floors relative to the remaining structural frame, would be particularly legible as a result of the horizontal expression and parapet line of the Maclise Road facade of the new building which echoes that of the original MSCP building. The height of the new building would cause some harm to the setting of the remaining elements of the listed MSCP building in longer views.
- 8.4.61. The level of harm caused to a heritage asset is related to its significance and it is relevant that that the demolition work in the consented Masterplan scheme which has recently been carried out onsite, was anticipated in the Officer report to cause substantial harm to the significance of the listed MSCP building. The test for substantial harm in the NPPF, which is the maximum level of harm possible, is set at a very high bar and is akin to a total or almost total loss of significance.
- 8.4.62. Although there would be some less than substantial harm to the setting of the remaining elements of the listed MSCP building as a result of the height of the proposed building, the proposed scheme would preserve the fabric of the remaining structural frame, improve its setting at the rear over the current baseline position and secure its future long-term conservation by incorporating it into a new building with viable uses.

Olympia & Avonmore Conservation Area

- 8.4.63. The character and appearance of the Olympia & Avonmore Conservation Area would not be harmed. The proposal is considered to be in keeping with the scale of building heights across the wider Olympia complex and the impact of the new development on the Conservation Area is considered to be neutral. The new MSCP building will provide a high quality of design and contribute positively to the streetscene whilst incorporating the remaining elements of the original MSCP building's façade.

Grand Hall and Pillar Hall (Grade II* listed)

- 8.4.64. It is considered that the scale of the new building on the MSCP site and in particular the height of the staircore and upper elements would compete with and draw attention away from the elevations and roofline of the Grade II* Grand Hall. It would do the same in relation to the polite classical façade of the smaller adjacent Grade II* listed Pillar Hall due to the proximity of the juxtaposition of the two buildings. Therefore, the proposals would cause some harm to their setting. The harm would be less than substantial.

National Hall and Olympia Central (Grade II listed)

- 8.4.65. The setting of the listed National Hall at the Olympia Exhibition Centre complex would not be harmed due to its distance from the MSCP site and the intervening massing of the Grand Hall. There is no intervisibility between the listed façade of Olympia Central and the MSCP site and therefore the setting of the remaining element of Olympia Central would not be harmed.

Other adjacent heritage assets

- 8.4.66. The setting of the former Olympia Printworks, 10 Beaconsfield Terrace Road as a listed curtilage building would not be harmed by the proposal due to its low level of significance and due to its historic context within the hierarchy of development at the Olympia Exhibition Centre site as an ancillary building in the rear service yard surrounded by taller buildings.
- 8.4.67. The setting of the Grade II listed building and Building of Merit at Blythe House would not be harmed due to the distance from the application site.
- 8.4.68. The setting of the Grade II listed West Kensington Post Office and Delivery Office would not be harmed.
- 8.4.69. The setting of the Lakeside/Sinclair/Blythe Road Conservation Area would experience some harm due to the height of the proposed building on the MSCP site, which would be particularly apparent in views out of the Conservation Area from Sinclair Road, obscuring views of the barrel vaulted roof of the Grade II* listed Grand Hall. The harm would be less than substantial.
- 8.4.70. The setting of the Brook Green Conservation Area would not be harmed.

Heritage impacts conclusion and Optimum Viable Use

- 8.4.71. 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.
- 8.4.72. The NPPF states that great weight should be given to the designated asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 199). 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, (paragraph 201). 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, (paragraph 202).
- 8.4.73. The proposed development is intended to maintain the Olympia site in its historic use as an exhibition centre in the longer term, which would sustain its significance. The historical and communal significance of the site will be sustained. The scheme will deliver several benefits including making the site more permeable to casual public access, allowing more people to visit and appreciate the listed buildings.
- 8.4.74. In this instance Officers consider that it would not be appropriate to carry out an assessment of Optimum Viable Use (OVU) of the remaining elements of the listed MSCP building in relation to the current proposals in accordance with the guidance in paragraph 16 of the National Planning Practice Guidance:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, the National Planning Policy Framework (paragraph 196) requires that this harm should be weighed against the public benefits of the proposal including, where appropriate, securing the optimum viable use of that asset.

Where a heritage asset is capable of having a use, then securing its optimum viable use should be taken into account in assessing the public benefits of a proposed development.

- 8.4.75. The purpose of the Planning Practice Guidance is to provide further guidance on the application of the NPPF which includes a requirement for the planning process to 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. An assessment of OVU cannot be applied to area-based designations such as Conservation Areas.

- 8.4.76. Officers consider that the remaining elements of the listed MSCP building on site are not capable of having a use on their own and certainly not a viable one. Any reuse of the remaining elements of the MSCP structure would be dependent on their integration into a new building.
- 8.4.77. Furthermore, it would not be appropriate to carry out an OVU assessment between the consented Masterplan proposals for the MSCP building and the current proposals for a hotel/school/gym use since the baseline positions for any such assessment would be entirely different given the changed circumstances on site following the implementation of the demolition works and the consequential extent of the reduction in significance of the listed building since the Masterplan proposals were consented. Such a comparison between alternative schemes in relation to the remaining element of the listed MSCP building would not produce a meaningful result.
- 8.4.78. Officers consider that the current proposals would cause less than substantial harm to the significance of the remaining elements of the Multi-Storey Car Park building, to the settings of Grand Hall and Pillar Hall and to the setting of the Lakeside/Blythe Road Conservation Area. The harm caused to these designated assets would be at the lower end of the spectrum for less than substantial harm, for which the test outlined in paragraph 202 of the NPPF would apply. Officers have given great weight to the conservation of these designated heritage assets and consider that the less than substantial harm to their significance has been fully justified and would be outweighed by public benefits as set out later in the Officer Report.
- 8.4.79. It is considered that the proposed development provides an opportunity for significant enhancement and regeneration of this part of the Olympia estate. The proposals would enhance the core exhibition centre use and introduce new complementary uses. The proposed development is intended to sustain the Olympia site in its historic use as an exhibition centre in the longer term, which in turn would sustain its significance and secure the long-term future conservation of the most important heritage assets on the Olympia Exhibition Centre site.
- 8.4.80. The proposed building would represent a further evolution of development at the Olympia Exhibition Centre complex and would add to the high quality and rich variety of distinctive architectural styles and materials on the site. The design is informed by an understanding of the significance of the heritage assets affected and the detailed design of the individual elements is considered compatible with the adjacent listed buildings.
- 8.4.81. It is considered that this is compliant with Section 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It is considered that the proposals will deliver good quality architecture which optimises the capacity of the site with good hotel, school and gym accommodation. The proposed development is therefore considered acceptable in accordance with the NPPF, Policies D3 and D4 of the London Plan (2021), Policies DC1, DC2, DC4 and DC8 of the Local Plan (2018) and Key Principles AH2 and CAG1, CAG2 and CAG3 of the Planning Guidance SPD (2018).

8.5. Residential Amenity

- 8.5.1. **Local Plan Policy HO11** addresses detailed residential standards and, in seeking a high standard of design, seeks to ensure the protection of existing residential amenities; 'including issues such as loss of daylight, sunlight, privacy and outlook'. Local Plan **Policy DC2** states that all new builds must be designed to respect good neighbourliness and the principles of residential amenity.

Daylight and Sunlight

- 8.5.2. **The BRE Guidelines** are typically used to assess daylight and sunlight. The Guideline sets out methods for assessing daylight into a room including the Vertical Sky Component (VSC) method and plotting of the no-sky line method. The introduction to the guide however stresses that it should not be used as an instrument of planning policy and should be interpreted flexibly because lighting is only one design factor for any scheme. Sunlight assessment is based on annual probable sunlight hours (APSH) and winter sunlight hours. In terms of overshadowing of gardens and open spaces the BRE guide recommends that for an open space to appear adequately sunlit through the year, more than half of the space should receive at least two hours of sunlight at the March equinox.
- 8.5.3. An assessment of the daylight, sunlight, and overshadowing effects of the proposed alternative MSCP development on surrounding buildings and amenity space is contained the 2021 ES Addendum. The assessment methodology presented within the 2018 ES is still relevant and valid. Although BRE have published an updated version of the Guidance in 2022, the updated methodology is not intended to be applied to the assessment of new development on existing properties. Accordingly, the Vertical Sky Component (VSC) and No Sky Line (NSL) methods have again been used to assess daylight and the Annual Probable Sunlight Hours (APSH) method for sunlight.
- 8.5.4. The proposed alternative MSCP development has been assessed against a baseline of the consented Masterplan development – i.e. that approved under 2020/01048/VAR and presented in the 2020 ES addendum. This approach is acceptable as the Masterplan consent is extant and would be consistent with BRE guidance. The assessment is therefore comparative between the alternative MSCP development and the Masterplan MSCP development. This is also consistent with the approach taken in assessing the impacts of the 2020 Masterplan consent whereby a baseline of the 2018 Masterplan consent was applied.
- 8.5.5. The daylight, sunlight and overshadowing assessment confirms that there has been no changes to the use of any properties surrounding the MSCP site and no additional sensitive receptors have been introduced.
- 8.5.6. In relation to daylight, 297 of the 930 windows assessed will experience no reduction in sky visibility (VSC) when compared with the Olympia Masterplan consent. The remaining 633 windows will experience additional absolute alterations in sky visibility (VSC) between 0% and 1.5%, compared to the Masterplan consent. In relation to NSL, 423 of the 514 rooms assessed will experience no reduction in daylight distribution (NSL) when compared with the Masterplan consent. 89 of the remaining 91 rooms will experience additional NSL alterations of less than 5% in absolute terms. Two bedrooms within no. 5 and 6 will experience NSL reductions of 6% and 7% respectively. However, both

bedrooms will retain daylight distribution of 63% and 55% which officers would consider adequate in an urban location. Overall, it can be concluded that the additional impact of the alternative MSCP development upon the daylight received in neighbouring properties would be negligible. Additional impacts are highly isolated and adequate retained values are achieved when compared against the Consented baseline.

- 8.5.7. In relation to winter sunlight, 688 of the 779 windows relevant for assessment will experience no additional winter sunlight loss when compared with the Masterplan consent. 89 of the remaining 91 windows will experience additional winter sunlight alterations of 2% or less in absolute terms. The remaining two windows in no's 2 and 4 Sinclair Road will experience additional absolute winter sunlight losses of 3%. However, one of these windows will retain 7% winter probable sunlight hours in the proposed context, which is in excess of the 5% recommended by the BRE. The other window will retain 4% winter probable sunlight hours in the proposed context, which is just below the recommended 5% and is considered commensurate with the urban context.
- 8.5.8. In relation to total sunlight, 621 of the 779 windows relevant for assessment will experience no additional total sunlight loss when compared to the Masterplan consent. 147 of the remaining 158 windows assessed will experience additional total sunlight alterations of 2% or less in absolute terms. The remaining 11 windows will experience additional total sunlight losses between 3%-5% in absolute terms. Nine of these windows located in no's 2, 4 and 8 Maclise Road and no's 1, 2 and 4 Sinclair Road, will all meet the recommended BRE Guidelines, retaining over the recommended target of 25% APSH in the proposed context. The remaining two windows are located in no. 5 Beaconsfield Terrace Road and no. 1 Sinclair Road and retain 21% and 20% APSH in the proposed context, which is considered commensurate with the urban context. It can therefore be concluded that any additional loss of sunlight is highly restricted and would not result in material additional harm to the living conditions of neighbouring occupiers.

Summary

- 8.5.9. Overall, whilst there are some additional losses of daylight and sunlight, the significance of these impacts are considered to be comparable with the consented Masterplan Development which is negligible to minor adverse (not significant) for the majority of neighbouring receptors assessed, with moderate adverse (significant) impacts to an isolated number of neighbouring receptors.

Overshadowing

- 8.5.10. A Sun Hours on Ground Overshadowing (SHOG) assessment comparison with the SHOG assessment undertaken in the 2020 ES for the Masterplan consent. Of the 38 amenity areas assessed, 33 areas will experience no reduction in sun hours on ground overshadowing when compared with the consented Masterplan development. There are 5 amenity spaces that will experience alterations to overshadowing, serving no. 2 and 4 Sinclair Road, no. 6 Sinclair Road, no. 7 Sinclair Road, no. 9 Sinclair Road and no. 2 Maclise Road.

No. 2 and 4 Sinclair Road

- 8.5.11. This comprises of three areas of amenity space. In the consented Masterplan scheme, the areas retained direct sunlight to 1.72% of the total area for two or more hours on 21st March. This would be reduced to 0% which would be an absolute alteration of less than 2%. A loss of less than 2% is not considered material and therefore the overall overshadowing effect is considered to be comparable with the Masterplan consent, which is moderate adverse (significant).

No. 6 Sinclair Road

- 8.5.12. The amenity space to the rear of this property will retain two or more hours of direct sunlight on 21st March to 26% of its total area, in comparison with 37.36% under the Masterplan consent. There will be an additional alteration in direct sunlight to this amenity areas on 21st March, and therefore the overall overshadowing effect is now considered to be moderate adverse (significant), in comparison with negligible (not significant) which was identified in the previous ES (as amended). However, the transient overshadowing assessment indicates that overall there will be no material alteration to the shadows cast upon this neighbouring area on 21st June or 21st December in comparison with the Masterplan.

No. 7 Sinclair Road

- 8.5.13. The amenity space to this property will retain two or more hours of direct sunlight on 21st March to 5.78% of its total area, in comparison with 8.14% under the Masterplan consent. The absolute alteration of just over 2% is not considered material and therefore the overall overshadowing effect is considered comparable with the extant scheme.

No. 9 Sinclair Road

- 8.5.14. This amenity space will retain two or more hours of direct sunlight on 21st March to 29.22% of its total area, in comparison with 29.85% under the Masterplan consent. The absolute alteration of under 1% is not considered material and therefore the overall overshadowing effect is considered comparable with the extant scheme.

No. 2 Maclise Road

- 8.5.15. This amenity space will retain two or more hours of direct sunlight on 21st March to 5.52% of its total area, in comparison with 6.55% under the Masterplan consent. The absolute alteration of 1% is not considered material and therefore the overall overshadowing effect is considered comparable with the extant scheme.

Summary

- 8.5.16. The additional impacts upon no. 6 Sinclair Road would be considered to be moderate adverse, when compared with the negligible impact identified in the Masterplan ES (as amended). However, the overall impacts are considered to remain comparable with the extant Masterplan which forms the baseline for

assessment. 37 of the 38 assessment amenity spaces would not experience any additional impacts that could be considered significant.

Conclusion

- 8.5.17. Officers have considered effects of the proposals on daylight, sunlight, and overshadowing. The policy framework clearly supports the flexible application of daylight, sunlight, and overshadowing guidance to make efficient use of land, and not to inhibit density. These policy documents resist the rigid application of guidelines and signal a clear recognition that there may be circumstances in which the benefits of not meeting them are justifiable, so long as acceptable levels of amenity are still enjoyed. Whilst there is the possibility of some further isolated alterations in daylight, sunlight and overshadowing to sensitive neighbouring receptors, the results discussed above illustrate that the alternative MSCP development is comparable with the consented Masterplan development in terms of the significance of effects. As such, the conclusions presented in the previous ES (as amended) remain valid.

8.6. Highways

- 8.6.1. **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.
- 8.6.2. **London Plan Policy T6** sets 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 in relation to hotel and leisure uses as well as blue badge parking at **Policies T6.4 and T6.5**. London Plan **Policy T5** sets out the requirements for cycle parking in accordance with the proposed use.
- 8.6.3. **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'.
- 8.6.4. **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".
- 8.6.5. **Local Plan Policies T3, T4, T5 and T7** relate to opportunities for cycling and walking, vehicle parking standards, blue badge holders parking and construction logistics. **Local Plan Policy CC7** sets out the requirements for all new

developments to provide suitable facilities for the management of waste.

Site Accessibility

- 8.6.6. The application site has a public transport accessibility rating (PTAL) of 5-6a on a scale of 0 (worst) to 6b (best). Students, visitors and employees accessing the three uses across the site will therefore benefit from excellent access to public transport. Public transport modes currently available include London Underground, London Overground, and buses, which are within walking distance of the application site.

Loss of the car park

- 8.6.7. Prior to demolition, the existing site was a multi-storey car park with approximately 380 car parking spaces. The car park supported the exhibition land uses within the surrounding Olympia Estate. It is noted that the car parking requirements of the approved Olympia Masterplan development will be provided within a new car park within the Olympia Estate. In the assessment of the Masterplan application, it was concluded that the removal of the existing car park would result in a reduction in vehicular movements on Blythe Road. The MSCP development itself will be secured as car free, with the exception of 3no. blue badge parking spaces

Trip Generation

- 8.6.8. The applicant has submitted trip generation information for each of the three proposed uses.
- 8.6.9. Trip generation for the school has been estimated using a comparable existing school that is also operated by Alpha Plus Group. The school has a comparable PTAL rating and number of students. The submitted data indicates that the majority of journeys would be undertaken by public transport or on foot. Journeys to the gym are anticipated to be mostly undertaken by active modes of travel, with many customers expected to be attending as part of a linked trip, e.g., nearby office workers. Trip generation for the hotel has been calculated using TRICs data for various comparable hotels. This approach was agreed with TfL. Journeys would largely be undertaken by active modes of travel or public transport.
- 8.6.10. Having regard to the fall-back position, it is relevant to compare the trip generation for the proposed uses with the uses consented under the Masterplan. When compared to the approved MSCP Masterplan uses, there would be a significant reduction in PM peak trips (5-6pm) and in overall daily trips of approx. 1,565. This represents an improvement from the Masterplan consent, noting that those trip generation figures were considered acceptable. Mitigation was secured against the Olympia development as a whole under the Masterplan consent which included financial contributions towards bus capacity and upgrades to Kensington Olympia Station and cycle hire docking stations. Furthermore, funding for an area wide traffic management review and a CPZ review was secured. The developer remains bound by these obligations within the Masterplan legal agreement and will be required to deliver upon them

regardless of whether the alternative MSCP development is consented and implemented. Given that the alternative MSCP development would result in a reduction in trip generation overall, officers are satisfied that no additional mitigation is required in this regard.

Car Parking

- 8.6.11. The proposed development is proposed to be car-free, with exception of three blue badge car parking spaces, in accordance with Local and London Plan maximum parking standards which is supported by Officers. The application site is within Controlled Parking Zone B which has operating hours of 09:00-19:00 on Monday to Sunday. Most school students are required to be at school prior to 9am and which could result in increased parking pressures in the immediate vicinity of the site. Furthermore, the proposed school seeks to host evening performances, which may result in additional car parking which could impact local parking stress.
- 8.6.12. A review of CPZ B was secured under the Masterplan, along with financial provision for any consequent mitigation works arising from these reviews. The nature of the school use does give rise to potential additional impacts as it will result in travel outside of the CPZ hours. Accordingly, the legal agreement will require that the applicant funds the required review, consultation, and implementation of any changes to the existing Controlled Parking Zone hours that arise specifically as a result of the school. This is in addition to the relevant obligations secured by the Masterplan consent.
- 8.6.13. A car parking management plan will also be secured by way of condition. The school travel plan will further be required to demonstrate a commitment to encouraging the use of sustainable and active modes of transport through all best practicable measures.

Cycling

- 8.6.14. A total of 81 long-stay and 20 short-stay cycle parking spaces are proposed at the application site at ground floor level. The cycle parking would be provided across a number of storage areas accessed from Maclise Road and Beaconsfield Terrace Road. Shower and locker facilities are proposed at ground floor level for the hotel use and for school staff, at basement level for the school's gymnasium and on the fourth floor for school students. Shower and locker facilities are provided for hotel employees at ground floor level.
- 8.6.15. The proposed development is expected to generate a net increase of up to 438 total cycling trips across the course of a day. It is accepted that adequate on-street cycle parking exists in the vicinity of the site and that Cycleway 9 (C9) upgrades on Hammersmith Road are progressing.
- 8.6.16. It is also considered that further mitigation measures would be required to ensure that the increase in cycling as a result of the development can take place safely with the existing and additional Olympia exhibition traffic. This is to include the provision of a marked cycle route along Blythe Road which connects to the Cycleway 9 scheme on Hammersmith Road.

Active Travel Zones & Healthy Streets

- 8.6.17. An active travel zones (ATZ) assessment has been submitted which evaluates the quality of the walking and cycling routes expected to be most frequented by users of the site. The ATZ assessment has been prepared in accordance with TfL's guidance. Seven routes are presented within the ATZ which were agreed with the Council's highways officers. The routes include destinations such as Kensington Olympia, West Kensington and Barons Court stations, the closest bus stops, Hammersmith Road and King Street via Hammersmith Road and Shepherd's Bush Road respectively. The ATZ document provides a comprehensive evaluation of the seven routes and concludes with a number of highlighted issues and proposed solutions.
- 8.6.18. The below improvements are identified within the ATZ and will be secured through a legal agreement. The developer will be required to enter into a s278 agreement with the Highway Authority to deliver these improvements.
- Create a raised and wider pedestrian island on the southern crossing of Blythe Road to enhance pedestrians' safety as large vehicles from the logistics centre exit through this road onto A315 Hammersmith Road.
 - Create better indications for pedestrians to notice that Gunterstone Road is a one-way road and for vehicle drivers to slow down before turning on Gunterstone Road.
 - Create a well-indicated pedestrian crossing to ensure pedestrians' safety on Olympia Way/Maclise Road.
 - Improve the pedestrian island at the pedestrian crossing from Beaconsfield Terrace Road to Blythe Road so that it can comfortably and safely fit a pedestrian pushing a wheelchair or a pushchair.
 - Realign the dropped kerb on the southern end of Beaconsfield Terrace Road so that it lines up with the pedestrian island.
 - Provide a marked cycle route along Blythe Road which connects to the proposed Cycleway 9 scheme on Hammersmith Road.
 - Improve crossing provision at the northern end of Olympia Way.

School Offsite Travel

- 8.6.19. The applicant has submitted a document which provides details regarding the proposed school's regular use of off-site sports facilities. The document presents four indicative locations for off-site facilities including the Linford Christie Sports Centre, Holland Park, Club Des Sport and Trail finders Sports Club. The only proposed facility which would realistically accommodate walking as a mode of travel from the school is Holland Park, with the other sites requiring travel by public transport or a coach. The applicant has provided an assessment of the four proposed locations for coach parking, which recommends either Holland Road or Brook Green. Officers do have concerns with the use of Brook Green in particular for coach parking. There are opportunities for other locations to be utilised that are not part of the public highway, within the wider Olympia Estate which officers would want to be explored further.
- 8.6.20. A condition will secure a School Management Plan which will need to provide details of off-site facilities, coach drop-off/pick-up arrangements, proposed timetable for coaches and monitoring measures. This will be linked to the school

travel plan to ensure that targets and measures are set to reduce the use of coaches over time. A monitoring fee of £3,000 per annum will further be secured through a legal agreement to monitor the performance of the plan.

Travel Planning

- 8.6.21. The applicant has submitted a Draft Site-wide and School Travel Plan in accordance with Local and London Plan requirements. The Travel Plans aim to promote active and sustainable travel to and from the application site by staff, pupils and guests. The draft documents include a number of objectives and generic targets which will be needed to expand on and made specific within the required detailed Travel Plans to be agreed with the Highway Authority. The travel plans and associated annual monitoring fees will be secured through the legal agreement for each use.

Construction Logistics

- 8.6.22. The applicant has submitted an Outline Construction Logistics Plan (CLP) in accordance with Policy T7 of the Local (2018) and London Plan (2021). It is acknowledged that the application site is currently behind existing hoarding and preparatory works, approved and implemented under the Masterplan consent, have commenced on site. The Outline CLP suggests that the demolition and construction of the proposed development should last approximately 24 months. The Outline CLP indicates that the construction period would generate an average of 11 daily trips, however notes that this could fluctuate with a maximum of 50 total trips. It is important to note that these trips are not additional to those previously reported under the Masterplan Consent. The trips are presented under this application for MSCP only as this is a stand-alone application.
- 8.6.23. The Outline CLP also states that impacts to the highway are expected in order to establish and remove proposed tower cranes or deliver large items or infrastructure. It is further stated that footway diversions and lane closures may be required during the delivery of tower cranes. It is proposed that the existing construction pit-lane on Maclise Road is used for the proposed demolition and construction works for deliveries to the site.
- 8.6.24. A detailed construction logistics plan will be secured by way of condition for the MSCP site only. The timetabling of construction works will remain as approved under the Masterplan. Furthermore, a construction workers travel plan will be secured through a legal agreement along with the requisite annual monitoring fee.

Deliveries and Servicing

- 8.6.25. The applicant has submitted a Framework Delivery and Servicing Plan (DSP) in accordance with Local and London Plan requirements. The DPS states that delivery and servicing activities are proposed to take place away from the public highway within the proposed site. Two loading bays are proposed with swept-path analysis demonstrating entry into the proposed spaces in a reverse gear and leaving in a forward gear.
- 8.6.26. The DSP states that the proposed delivery and servicing trips were derived from

a delivery and servicing database that combines survey information for sites across central London. The DSP states that up to 42 delivery and servicing trips would be generated daily, with 7 trips during peak periods. This is a decrease of one delivery and servicing trip compared to the approved Masterplan scheme.

- 8.6.27. The DSP states that waste requirements for the proposed development are less than the Masterplan consent on the site and 24 Eurobins and 19 wheelie bins are required. It is proposed that all waste activities will take place within L-yard and will take place between 20:00-22:00 to minimise disruption. Swept-path analysis has been provided for a 12-metre rigid vehicle to enter and leave L-Yard in a forward gear
- 8.6.28. A condition will secure a final delivery and servicing plan for the site. This must include details of how the occupiers will communicate and effectively prevent, as far as practicable, the use of local roads by delivery and servicing vehicles. It must also demonstrate that delivery and servicing trips will take place outside of peak hours for the school to minimise the risk of conflict between vehicles and students.

Summary

- 8.6.29. The proposed development would result in a net reduction in trip generation and delivery and servicing trips to the MSCP building when compared to the extant Masterplan consent. Subject to the obligations and conditions discussed in this section of the report, officers are satisfied that there would be no additional harm to the safe operation of the highway. Active travel routes would be improved to enhance pedestrian and cyclist safety and adequate provision would be made on site for cycle parking. As such, the proposal complies with the relevant London Plan and Local Plan policies.

8.7. Accessibility

- 8.7.1. **Policy S3 of the London Plan** seeks to ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach. **London Plan Policy D5** seeks to ensure developments achieve the highest standards of accessible inclusive design.
- 8.7.2. **Policy DC2 of the Local Plan** states that new build development must be designed to respect the principles of accessible and inclusive design.

Hotel

- 8.7.3. **London Plan Policy E10** specifically requires that 10 per cent of hotel rooms are delivered as wheelchair accessible units from the outset or that 15 per cent of new hotel bedrooms are accessible in accordance with the requirements of 19.2.12 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment.
- 8.7.4. The application documents confirm that 10% of the hotel accommodation will be wheelchair accessible rooms. A proportion of the wheelchair accessible hotel rooms are to be capable of being provided with a hoist. Adequate circulation routes are to be provided throughout the hotel in accordance with BS8300-2.

Step free access will be provided to all floors and lifts will be of a suitable standard to accommodate the needs of wheelchair users. The principal guest access to the hotel will be fully step free and a unisex accessible WC will be provided.

Gym/Indoor Recreation

- 8.7.5. Fully step free access would be provided from the street to the gym via an internal lift.

School

- 8.7.6. **Policy S3 of the London Plan** states that development proposals for education and childcare facilities should ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach.
- 8.7.7. Access to all the facilities in the school will be achieved from Maclise Road. The entrance level provides the main entrance to the school as well as a separate community theatre entrance, both of which will have step free access, with level door thresholds. A suitable hearing enhancement system will be provided in the reception area.
- 8.7.8. All corridors within the school have been designed to meet or exceed the minimum width required by BS8300-2 with passing and turning points provided. Step free access will be provided to all floors through the provision of an appropriately sized lift. An accessible WC will be provided on each floor. The school's community theatre will provide wheelchair accessible spaces at the lower and upper level of the auditorium with a further passenger lift provided.

Summary

- 8.7.9. An accessibility statement has been submitted which demonstrates compliance with Policies S3 and E10 of the London Plan, Policy DC2 of the Local Plan and the relevant British Standard (BS8300-2). Compliance with the accessibility statement will be secured by condition.

8.8. Noise

- 8.8.1. **Policy CC11 (Noise)** states that Noise (including vibration) impacts of development will be controlled by locating development in the most appropriate locations and protect against existing and proposed sources of noise and vibration through careful design, layout and use of materials, and by ensuring adequate insulation of the building envelope and internal walls, floors and ceilings as well as protecting external amenity areas.
- 8.8.2. A noise impact assessment has been submitted which presents the results of noise surveys undertaken and describes the approach to the assessment of potential noise impacts and effects from the various sources of noise associated with the Proposed Development at the nearest receptor locations. The report goes on to identify any necessary mitigation that would be necessary to ensure compliance with the relevant policies and guidance.

- 8.8.3. With regard to sound generated by mechanical plant, the report advises that final details are not yet known of the equipment to be installed at this stage of design. The report acknowledges that LBHF typically require the mechanical plant noise to be 10 dBA below the typically-lowest background sound level and advises that the plant will be designed to meet this standard. This approach has been reviewed by the Council's Public Protection officer who is satisfied that this can be dealt with by way of condition.
- 8.8.4. The school terrace would be located at fifth floor level along part of the Maclise Road elevation. The terrace would be used for outdoor recreation during breaks with a maximum capacity of 100 children. The noise impact assessment has quantified the predicted noise level from the school terrace and compared this to the existing background noise level. This assessment has been undertaken for all of the nearest sensitive receptors, including residential units along Blythe Road, Beaconsfield Terrace Road, Maclise Road and Sinclair Road. It is demonstrated within the report that the predicted noise level from the terrace would be at least 10 dB below the existing sound level over the periods when the terrace would be used by pupils and would also be below the existing background sound level. The results indicate that, externally, the noise from the terrace would at worst only be audible on occasions and there would be no adverse or significant adverse effects from the use of the terrace by pupils. A balustrade will be provided around the terrace which will provide sound attenuation – this will be secured by condition.
- 8.8.5. A condition will secure full details of the sound insulation of the building envelope to ensure that noise from the proposed uses is contained effectively within the building. Furthermore, a condition will secure details of an acoustic lobby to the hotel, gym and school to minimise noise and disturbance during the arrival and departure of visitors.
- 8.8.6. Subject to conditions, it is considered that the proposed uses would not result in an unacceptable level of additional noise or disturbance to local residents. The proposals are in accordance with Policy CC11 of the Local Plan.

8.9. Environmental Considerations

Air Quality

- 8.9.1. Policy (CC10 Air Quality) states that the council will seek to reduce the potential adverse air quality impacts of new developments by requiring all major developments to provide an air quality assessment, mitigation measures to be implemented to reduce emissions, reduce exposure to acceptable levels and be 'air quality neutral'.
- 8.9.2. The application has been supported by an Air Quality Assessment within the Environmental Statement. Overall, the construction and operational air quality effects of the proposed MSCP (in isolation) and in combination with the wider Olympia Masterplan and Olympia Way developments are judged to be 'not significant'. MSCP in isolation would achieve air quality neutrality, as would the wider Olympia redevelopment. A number of conditions are recommended which will further reduce impacts upon air quality, including green infrastructure,

combustion plant emissions standards and a delivery and servicing plan that prioritises the use of zero emissions vehicles. Subject to these conditions, the proposal would accord with the aims of Policy CC10.

- 8.9.3. An air quality dust management plan (AQDMP) for the construction phase has been previously approved for the wider Masterplan. Compliance with this document under the drop in application will be secured by way of condition.

Land Contamination

- 8.9.4. **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.
- 8.9.5. A land contamination report, comprising a preliminary risk assessment and site investigation scheme has been submitted which demonstrate that the site is at low risk of existing contamination. The submission is consistent with the reports approved under the Masterplan Consent. However, a school use is considered a more sensitive receptor and as such some limited additional testing will be required. This would likely constitute limited window samples with gas and vapour monitoring as well as testing of samples of soil and groundwater if available. This is to be secured by way of condition, requiring the submission of a scheme of supplementary site investigation and a supplementary risk assessment. Subject to these conditions, the proposal would be in accordance with Policy CC9.

Ecology and Biodiversity

- 8.9.6. **Local Plan Policies OS1 and OS5** seeks to enhance biodiversity and green infrastructure in LBHF by (inter alia) maximising the provision of gardens, garden space and soft landscaping, and seeking green and brown roofs and planting as part of new development; seeking retention of existing trees and provision of new trees on development sites; and adding to the greening of streets and the public realm.
- 8.9.7. **Policy G5 of the London Plan** states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. An urban greening factor (UGF) target score of 0.3 is applied to predominantly commercial developments.
- 8.9.8. The application site was last in use as a multi-storey car park and had little to no ecological or biodiverse value and there is no green infrastructure. An urban greening factor score of 0.14 is achieved which is lower than the target of 0.3 for a development of this nature. The site, when considered in isolation from the Masterplan, is significantly constrained in its ability to provide green infrastructure. The submitted UGF assessment report has demonstrated that the delivery of green infrastructure on the MSCP site has been maximised. This has been

achieved through green roofs, flower rich planting and tree planting. Across the wider Masterplan site, substantial areas of new public realm are proposed that would include extensive planting and green roofs which would help create an ecological corridor. The application does demonstrate that biodiversity net gain is achieved. On balance, given the site specific circumstances and the existing scenario, officers are minded to accept the UGF score. The proposal would enhance the biodiversity and ecology of a site that otherwise did not benefit from any green infrastructure.

Energy and Sustainability

- 8.9.9. **Policy CC1 of the Local Plan** requires all major developments to implement energy conservation measures by meeting the associated carbon dioxide (CO₂) reduction targets; make the most effective use of passive design measures, demonstrate and quantify how the proposed energy efficiency measures and low/zero carbon technologies will reduce the expected energy demand and CO₂ emissions; demonstrate that heating and/or cooling systems have been selected to minimise CO₂ emissions, considering the feasibility of connecting to any existing decentralised energy systems or integrating new systems such as Combined (Cooling) Heat and Power units or communal heating systems (without having an unacceptable impact on air quality); and using on-site renewable energy generation to further reduce CO₂ emissions where feasible. **Policy CC2** (Ensuring Sustainable Design and Construction) requires the implementation of sustainable design and construction measures in all major developments.
- 8.9.10. **London Plan Policy SI2** requires major developments to meet zero carbon targets. It maintains the expectation that a minimum reduction of 35% beyond Building Regulations to be met on site (15% of which should be achieved through energy efficiency). 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. **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.
- 8.9.11. A sustainability statement has been submitted with the application. This makes a commitment to achieving a BREEAM rating of 'very good' which is consistent with the projected rating under the Masterplan consent. A condition will require submission of a post-construction certificate to demonstrate that a rating of at least 'very good' has been achieved. Other sustainability measures that will be designed in include water efficiency, waste management and recycling facilities, use of building materials with low environmental impacts where possible, including recycled materials where feasible, inclusion of measures to minimise noise pollution and air quality impacts, flood risk and sustainable drainage measures (see separate comments), sustainable transport measures and biodiversity improvements. The development site will also be registered with the Considerate Constructors Scheme to encourage environmentally and socially considerate

ways of working and reduce adverse impacts arising from the construction process.

- 8.9.12. A Circular Economy Statement has also been provided which assesses how the proposals conserve resources, source materials sustainably and uses them efficiently and reduces waste by designing for flexibility and adaptability of uses to prolong the lifetime of the development. The inclusion of this information is welcomed.
- 8.9.13. A Whole Lifecycle Carbon Assessment report has also been provided. This shows that the scheme aspires to meet whole lifecycle carbon emissions targets which improve on the GLA's best benchmark targets contained in their guidance document.
- 8.9.14. The energy strategy and additional supporting information identifies that a 32.2% reduction in carbon emissions beyond Part L of the Building Regulations can be achieved at MSCP. This does fall slightly short of the London Plan target of 35%, however, the Olympia Masterplan consent as a whole achieves a reduction of 35.5%. The MSCP building was designed as part of the wider Masterplan and the carbon emission reductions are consistent with the extant consent on this part of the site. A financial contribution of £909,435 to offset emissions to zero carbon. MSCP will connect to the Olympia-wide CHP heat network in the L-yard and a PV array is proposed at roof level. Overheating risks and cooling demands will be reduced through the use of high-performance solar glass, low energy lighting systems and shading from surrounding buildings. Officers are satisfied that the energy strategy has been drafted in line with the Mayor's energy hierarchy and that all potential measures for reducing the carbon emissions generated by the development have considered. As such, the proposal is considered to comply with the objectives of Policy CC1 and CC2 of the Local Plan and Policy SI2 and SI4 of the London Plan. Compliance with the energy strategy and implementation of the measures will be secured by way of condition.

Open Space

- 8.9.15. **Policy OS1 (Parks and Open Spaces)** requires the council will protect, enhance and increase provision of parks, open spaces and biodiversity in the borough. Policy OS2 (Access to Parks and Open Spaces) states that the council will seek to reduce open space deficiency and to improve will protect and enhance the quality of, and access to, existing open space by (but not limited to) requiring provision of accessible and inclusive new open space in major development, particularly within the council's regeneration areas.
- 8.9.16. A financial contribution of £120,000 has been secured which will be used to deliver improvements to local parks, such as Brook Green and Marcus Garvey Park. The Council's Parks Team have advised that the contribution secured will allow for proportionate improvements that will enhance the park offer locally. This could include the introduction of water connections to local parks to allow for the installation of drinking fountains and improvements to the grass.

Flood Risk and Drainage

- 8.9.17. **London Plan Policy SI12** sets out that proposals should ensure that flood risk is

minimised and mitigated, and that residual risk is addressed.

- 8.9.18. **Local Plan Policy CC2** requires major developments to implement sustainable design and construction measures, including making the most efficient use of water.
- 8.9.19. **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.
- 8.9.20. The submitted flood risk assessment assesses the potential for flood risk from all sources of flooding including the River Thames, surface water, sewers and groundwater. and outlines mitigation measures to be included to manage flood risk. These include structural water-proofing measures to manage groundwater, pumped devices on the foulwater flows to help prevent sewer surcharge risks for the basement and measures to reduce surface water discharge rates into the sewer. Further comments are provided on this below. As noted in the FRA, although located partly in Flood Zone 3, the site is well defended by flood defences such as the Thames Barrier and river walls. These will be raised in the future to continue to provide the required level of protection. Additional flood resilience measures are also proposed. The FRA is considered acceptable and in line with the requirements of Policy CC3.
- 8.9.21. A SuDS strategy has been design for the MSCP site which would comprise of green roofs and below ground storage. The strategy demonstrates that other SuDS measures, including rainwater harvesting and blue roofs, have been considered but were not feasible owing to the site constraints. The strategy demonstrates to the satisfaction of officers that the discharge rate has been reduced as far as can feasibly be achieved.

8.10. Fire Safety

- 8.10.1. Policy D12 (Fire Safety) of the London Plan requires developments to achieve the highest standards of fire safety. The policy requires that should development proposals should consider how they will function in terms of the building's construction methods, products and materials, means of escape for all building users, features which reduce the risk to life, access for fire service personnel and provision within the curtilage of the Site to enable fire appliances to gain access to the building.
- 8.10.2. A fire statement has been submitted in support of the application which states that it has been prepared by a suitably qualified chartered engineer. The report states that the building, inclusive of active and passive fire safety measures, will satisfy the functional requirements of Part B of Schedule 1 to the Building Regulations 2010 (as amended, 2018). The statement includes details of the building's construction: methods, products and materials used, along with details of the means of escape for each use and passive and active fire safety measures. Details of access and facilities for the fire service and associated appliances are further provided. A statement is provided on how future modifications will take into

account the recommendations within the fire statement.

- 8.10.3. Policy D12 lists the details that must be provided within a fire statement. As set out in the previous paragraph, details of each matter have been provided within the submitted fire statement.
- 8.10.4. The proposal would be subject to a final assessment of compliance, which would be completed when the Building Regulations application is submitted. Officers are satisfied that the submitted Fire Statement provides sufficient information for planning stage and recommend that a condition is imposed to ensure that the strategy is implemented, and the development is carried out in accordance with this document.

8.11. Security

- 8.11.1. Policy DC2 of the Local Plan requires developments to be designed in line with the principles of Secured by Design.
- 8.11.2. London Plan Policy GG6 states those involved in planning and development must create a safe and secure environment which is resilient the impact of emergencies including fire and terrorism.
- 8.11.3. A security strategy has been submitted which demonstrates a proportionate approach which has been taken to minimising the potential for crime, to ensure safety. The strategy is broadly in line with the strategy for the wider Olympia Masterplan which has been subject to review previously by the Metropolitan Police's design out crime team. The Met have requested that a final security strategy be produced, specific to the new uses that would be introduced in MSCP by the drop-in application. This will be secured by way of condition.

9. COMMUNITY INFRASTRUCTURE LEVY AND PLANNING OBLIGATIONS

- 9.1. **The NPPF** provides guidance for local planning authorities in considering the use of planning obligations. It states that 'authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition'.
- 9.2. Local Plan Policy INFRA1 (Planning Contributions and Infrastructure Planning) states: 'The Council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main mechanisms: 'Community Infrastructure Levy The Council will charge CIL on developments in accordance with the CIL Regulations (as amended) and the LBHF CIL Charging Schedule. The Council will spend CIL on:
- infrastructure in accordance with the H&F Regulation 123 (R123) List;
 - projects identified for 'Neighbourhood CIL'; and
 - CIL administration expenses (no more than the statutory cap).
- 9.3. The following Heads of Terms are proposed and are agreed with the applicant to

further mitigate the impacts of the alternative MSCP development. The below list comprises heads of terms that are additional to those that have already been secured under the Masterplan consent:

- Financial contribution equal to 5% of the School's annual turnover, to be divided between full bursaries and support for the ISSP initiatives. The bursary offer will be stepped as the school builds towards full enrolment over a five year period:
 - o Year 1 – 3 bursaries
 - o Year 2 – 6 bursaries
 - o Year 3 – 9 bursaries
 - o Year 4 – 10 bursaries
 - o Year 5 onwards – 12 bursaries

The school operator will be required to submit annually evidence of turnover for the previous financial year to allow for any uplift to be captured, up to a maximum of 5%.

The ISSP fund shall be available for draw down by LBHF Education for the individual initiatives set out below.

- Independent State School Partnership which will provide the following:
 - o Financial contribution towards Hammersmith and Fulham's School Arts Network;
 - o Ongoing membership of the School to the existing Hammersmith and Fulham Learning Partnership, where the School shall provide facilities access to local state schools, mentoring and collaboration on arts/drama, access to holiday clubs and summer programmes and theatre support for a minimum of three productions per annum;
 - o Funding towards aims and objectives of LBHF's Industrial Strategy "Economic Growth for Everyone" towards creative and arts industry initiatives;
 - o One free BRIT kids workshop per term for H&F students
 - o Provision of discounted tickets to local residents for BRIT School events and performances
- Parks – contribution of £120,000 to fund improvements to local open spaces
- Carbon offsetting – £909,435 payment in lieu contribution towards the zero-carbon emission target
- Community use of the school theatre to be offered free of charge, 5pm – 11pm on weekdays
- School management plan and monitoring fee of £3,000 per annum
- Travel plan and monitoring fee of £3,000 per annum, per consented use on site

- Construction workers travel plan and monitoring fee of £3,000 per annum
- Funding of a review of CPZ 'B' along with consultation and implementation of changes identified as required
- Car free – no business parking permits
- s278 to cover highway works as necessary, including:
 - o Creating a raised and wider pedestrian island on the southern crossing of Blythe Road to enhance pedestrians' safety as large vehicles from the logistics centre exit through this road onto A315 Hammersmith Road.
 - o Creating a well-indicated pedestrian crossing to ensure pedestrians' safety on Olympia Way/Maclise Road.
 - o Improving the pedestrian island at the pedestrian crossing from Beaconsfield Terrace Road to Blythe Road so that it can comfortably and safely fit a pedestrian pushing a wheelchair or a pushchair.
 - o Realigning the dropped kerb on the southern end of Beaconsfield Terrace Road so that it lines up with the pedestrian island.
 - o Providing a marked cycle route along Blythe Road which connects to the proposed Cycleway 9 scheme on Hammersmith Road.
 - o Improve crossing provision at the northern end of Olympia Way.
- Employment and Skills – amendment to the relevant schedule of the Masterplan and Olympia Way legal agreement to specifically state that the secured obligations also apply to the alternative MSCP development

Mayoral CIL

- 9.4. Mayoral CIL (Community Infrastructure Levy) came into effect in April 2012 and is a material consideration to which regard must be had when determining this planning application. Under the London wide Mayoral CIL the scheme would be liable for a CIL payment. Any contribution due 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 DF1. Mayoral CIL has been collected under the Masterplan consent where works within a phase have commenced.

Local CIL

- 9.5. The Council has also set a CIL charge. The Council's Community Infrastructure Levy (CIL) is also a charge levied on the net increase in floorspace arising from development in order to fund infrastructure that is needed to support development in the area. The Council's CIL runs alongside Section 106 Agreements (S106s) which will be scaled back but will continue to operate. The CIL Charging Schedule was presented to Council and approved 20 May and has formally taken effect since the 1st September 2015.
- 9.6. Hotels and schools do not attract a charge under the adopted CIL Charging Schedule. The proposed gymnasium is a CIL-liable. It is relevant to note, however, that CIL has been collected under the masterplan consent for any CIL-liable uses

where works pursuant to that phase have commenced.

10. CONCLUSION & RECOMMENDATIONS

- 10.1. 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.
- 10.2. 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.
- 10.3. Officers support the proposed development in line with the recommendations at the start of the report.