**DESCRIPTION OF DEVELOPMENT AND PROPOSED CONDITIONS**

* **“Use of land as a temporary construction compound including provision of ramp”**
* **Note: - need for a revised planning application plan showing the site (with a red line boundary) as that land which would be the subject of the modified order and, in terms of details, only showing the position of the ramp.**

**Conditions:**

1. The use hereby permitted shall commence within one year of the date the Network Rail (Old Oak Common Great Western Mainline Track Access) Order comes into force.

*Reason: to comply with the requirements of the Town and Country Planning Act 1990 and to enable the Great Western Main Line Rail Systems Project railways works related to the use to be completed by 2029.*

1. The use hereby permitted shall be carried out in accordance with drawing no xxxx.

*Reason: for the avoidance of doubt.*

1. The ramp hereby permitted shall accord with design and construction details which shall have been previously submitted to, and approved in writing by, the Local Planning Authority.

*Reason: to ensure the safety of the site.*

1. No external lighting, cabin, hoarding, fencing or gates shall be erected or operated in connection with the use hereby permitted unless it accords with details of its siting and design which shall have been previously submitted to, and approved in writing by, the Local Planning Authority.

*Reason: to minimise any adverse effects of the use on the living conditions of nearby residents and on the appearance of the area.*

1. The use hereby permitted shall only be carried out in accordance with an Environmental Management Plan which shall have been previously submitted to, and approved in writing by, the Local Planning Authority. The Environmental Management Plan shall include:

* measures to control noise and vibration (having regard to BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - Noise)
* measures to control dust including arising from all Non-Road Mobile Machinery (having regard to The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance (2014) GLA)
* measures to control external lighting (having regard to Guidance Note 01/21 for the reduction of obtrusive light (Institution of Lighting Professionals) which measures shall ensure that the vertical illumination lux levels experienced at neighbouring premises shall not exceed the levels recommended for Environmental Zone 3 in the Guidance Note. Measures shall be included to prevent glare and sky glow including by the provision and use of luminaires in accordance with the Guidance Note
* delivery locations
* hours of work and all associated activities audible beyond the site boundary
* arrangements for the public display of contact details (including telephone number) for the site supervisor(s)
* arrangements for engagement about the use with nearby residents and businesses, including notifications to interested parties
* details of a quiet delivery/collection strategy
* a clear policy of careful handling, avoiding banging and dropping heavy items;
* quiet reversing methods and vehicle engines off when stationary
* shielded position of lorry engines starting up, braking, etc.

*Reason: to minimise any adverse effects of the use on the living conditions of nearby residents.*

1. The use hereby permitted shall only be carried out in accordance with a Traffic Management Plan which shall have been previously submitted to, and approved in writing by, the Local Planning Authority. The Traffic Management Plan shall have regard to Construction Logistics Planning Guidance V1.2 (April 2021) by Transport for London and shall include details of:
   * the routing of heavy goods vehicles used in connection with the use hereby permitted from/to the strategic road network and the management of their movement into and out of the site by a qualified and certified banksman
   * arrangements for workers in connection with the use hereby permitted to access the site.

*Reason: to minimise any adverse effects of the use on the operation and safety of the highway network and on the living conditions of residents in the area.*

1. The use hereby permitted shall only be carried out in accordance with site sharing arrangements designed, as far as is practicable, to enable delivery of planning permission 225069FUL (if granted), the details of which shall have been previously submitted to, and approved in writing by, the Local Planning Authority.

*Reason: in order that the use hereby permitted does not unnecessarily prevent implementation of another planning permission.*

1. The movement on the site for the duration of this planning permission between the hours of 20:00 and 08:00 of people, materials, machinery or vehicles in connection with the use hereby permitted shall not take place on more than 300 nights when using powered road rail vehicles, and an additional 175 nights when not using powered road rail vehicles. In order to calculate the number of nights for the purposes of this condition, any movement(s) on the site between 20:00 and 08:00 the following day constitutes one night of movements.

Movement on the site between the hours of 20:00 and 08:00 of people, materials, machinery or vehicles shall not take place until an outline schedule of the dates on which such movement is anticipated to take place has been issued to the occupants of nearby properties, the list of such occupants which shall have been previously submitted to, and approved in writing by, the Local Planning Authority. Thereafter an updated schedule of dates on which such movement is anticipated to take place shall be issued to the same occupants at least every 6 months.

A register shall be kept of each night on which such movement has taken place which shall identify whether or not the movement involved the use of powered road rail vehicles. The register shall be made available to the Local Planning Authority at its request.

*Reason: to minimise any adverse effect of the use on the living conditions of nearby residents.*

1. The use hereby permitted shall have ceased no later than 31 December 2029.

*Reason: the use is only justified on a temporary basis whilst the related Great Western Main Line Rail Systems Project railway works are being carried out.*

1. A condition survey of the public highway contiguous with the site shall be carried out prior to commencement of development and provided to the Local Planning Authority. A further condition survey shall be undertaken immediately prior to the cessation of the use, detailing any change in condition from the first survey and provided to the Local Planning Authority, together with a scheme for repairing any damage identified. The repairing proposals shall be approved by the Local Planning Authority, and the approved repairing proposals shall thereafter be carried out in accordance with the details so approved prior to cessation of the use.

*Reason: The use involves access to the site by heavy articulated and other vehicles, damage to the highway contiguous with the site boundary may occur. It is recognised that the delivery of planning permission 225069FUL (if granted) will also involve construction traffic using the same section of highway. Any damage caused to the highway will need to be repaired, it is anticipated that the repairing proposals approved under this condition will appropriately apportion such repair works between the use hereby approved and the delivery of planning permission 225069FUL (if granted).*

1. Prior to their operation, details on all new installed diesel generators demonstrating compliance with a minimum NOx emissions standard of 150mg/Nm-3 (at 5% O2) must be submitted and approved in writing by the Local Planning Authority.

The details must include the results of NOx emissions testing of the diesel fuelled generator units by an accredited laboratory, emissions concentrations expressed at specific reference conditions for temperature, pressure, oxygen and moisture content under normal operating conditions.

Where any combustion plant does not meet the relevant standard, it should not be operated without the fitting of suitable NOx abatement equipment or technology. Evidence of installation shall be required where secondary abatement is required to meet the NOx Emission standard 150mg/Nm-3 (at 5% O2). The emergency plant and generators hereby permitted may be operated only for essential testing, commissioning and maintenance, except when required in an emergency situation.

*Reason: To ensure the GLA meets its obligations to deliver air quality objectives for NO2 in accordance with London Local Air Quality Management (LLAQM), and to limit PM2.5 (fine particulates) to safeguard public health and well-being and external amenity of nearby sensitive receptors.*