



Appeal Decision

Site visit made on 4 January 2017

by Harold Stephens BA MPhil DipTP MRTPI FRSA

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 20 January 2017

Appeal Ref: APP/G5180/W/16/3160149

The Ravensbourne School, Hayes Lane, Bromley

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
 - The appeal is made by Eden Park High School (formerly The Beckenham Academy) against the Council of the London Borough of Bromley.
 - The application Ref 15/05521/FULL is dated 17 December 2015.
 - The development proposed is the temporary siting of a two-storey structure for educational use (Class D1) for 2 academic years (until 31 July 2019) and associated external works including access ramp and stairs.
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Decision

1. The appeal is allowed and planning permission is granted for the temporary siting of a two-storey structure for educational use (Class D1) for 2 academic years (until 31 July 2019) and associated external works including access ramp and stairs at The Ravensbourne School, Hayes Lane, Bromley in accordance with the terms of the application, Ref 15/05521/FULL, dated 17 December 2015 and the plans submitted with it, subject to the conditions set out in the Schedule attached to this decision.

Background

2. This appeal relates to the Council's non-determination of a planning application for the temporary siting of a two-storey structure for educational use (Class D1) for 2 academic years (until 31 July 2019) and associated external works including access ramp and stairs at The Ravensbourne School, Hayes Lane, Bromley.
 3. The proposed temporary building would provide accommodation for Eden Park High School (formerly known as The Beckenham Academy), a planned 8 form entry Secondary School proposed at the South Suburban Co-op Sports Society site, on Balmoral Avenue in Beckenham. The proposed development would provide accommodation for up to 6 forms of entry for two academic years, after which it is anticipated that the school would be relocated to its permanent home.
 4. The school would have an intake of 180 pupils in the first academic year (2017-18) and take a further 180 in the second (2018-19) meaning that 360 additional pupils would be accommodated on the Ravensbourne School site by 2019. The proposed temporary school would use existing facilities at the Ravensbourne School site. The proposed school would operate an extended
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school day from 0820 hours to 1730 hours which varies from that in operation at the Ravensbourne School.

5. The proposed development comprises a two storey temporary building, which would accommodate 6 classrooms per floor accessed via a central corridor, together with toilet facilities. A generator is proposed alongside the north-eastern side of the building, within a timber enclosure. The building is proposed to be located to the north-west of the existing MUGA¹, on land currently used as playing fields. The building occupies an elevated position in relation to the adjacent playground, and works are proposed to provide improved access in the form of new steps and a ramp. Part of the Ravensbourne School's playground would be used to provide a dedicated off-street drop off/collection arrangement for children to be dropped off and collected via private car.

Main Issues

6. The main issues are:
 - (i) the acceptability of the proposed development in principle including the impact on the Urban Open Space and the availability of sports pitches;
 - (ii) the effect of the proposal on the character and appearance of the area;
 - (iii) the effect of the proposal on the setting of the Grade II listed school building;
 - (iv) the effect of the proposal on the living conditions of neighbouring occupiers in terms of overshadowing, loss of light, outlook, privacy and noise and disturbance; and
 - (v) the effect of the proposal on highway and pedestrian safety.

Reasons

7. The appeal site lies within the Ravensbourne School which is located on Hayes Lane. The school's principal buildings, including the great hall, gymnasium and dining hall, along with the school's railings and gate pipes are Grade II listed. The site for the proposed temporary building is to the east and north of the existing school structures at the Ravensbourne School. The Ravensbourne School's sport pitches bound the site to the east and to the north of the site is green field space. The immediate surrounding area is predominantly residential in character. The school site is designated as Urban Open Space (UOS) in the Bromley Unitary Development Plan (UDP) 2006.
8. The development plan for the area includes the 'saved' policies of the Bromley UDP and the London Plan which was formally adopted in July 2011 and consolidated with Alterations in March 2016. Both sides set out the relevant policies in both of these documents against which the proposal needs to be assessed and there is no need for me to repeat these here.
9. I note that the Council has produced a Supplementary Planning Document entitled General Design Principles (SPG1) (2004) which is a material consideration. The London Plan SPG's relevant to this proposal are: (i)

¹ Multi Use Games Area

Accessible London: Achieving an Inclusive Environment (2014) and (ii) Sustainable Design and Construction (2014).

10. The Council is also preparing its Local Plan. This will set out the vision and objectives for the Borough to the 2030's and the strategic and more detailed policies to be used in determining local planning applications together with a policy map and specific site proposals. In February 2014 the Local Plan Draft Policies and Designations document was published and in September 2015 the Draft Allocations, Further Policies and Designations document was published. The Proposed Submission Draft Local Plan was consulted on in the Autumn of 2016. I note that the main parties refer to relevant policies in the Draft Local Plan. The Draft Local Plan Policies are a material consideration in this case albeit of limited weight at this stage.
11. The National Planning Policy Framework (NPPF) published on 27 March 2012 is a material consideration in this case. Both main parties refer to particular paragraphs in this document. It is noteworthy that paragraph 72 states that
'The Government attaches great importance to ensuring 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'.
12. I have also taken into account the DCLG Policy Statement (August 2011) on the role of the planning system in supporting schools.

Acceptability of the proposed development in principle

13. There is significant need for new school places within the Borough and strong policy support for new education related development at a national, regional and local level. The Government attaches great weight to ensuring that a sufficient choice of school places is available to meet demand and says that Local Planning Authorities should give great weight to the need to create, expand or alter schools.² The London Plan, at Policy 3.18, is consistent with this stating that development proposals which address the current and projected shortage of secondary school places will be particularly encouraged. At a local level, UDP Policy C7 states that new or existing educational establishments or pre-school facilities will be permitted provided that they are located so as to maximise access by means of transport other than the car. I note that the appeal site benefits from a PTAL rating of 3 (moderate) and is already occupied by a school site which is close to a number of public transport links including bus routes in Hayes Lane and Masons Hill.
14. The proposed development would provide temporary accommodation for a new secondary Free School pending the development of a permanent site. The permanent location is anticipated to be at Balmoral Avenue in Beckenham and is subject to a recently submitted planning application. The Draft Local Plan identifies a need for up to 34 additional secondary school forms of entry over the plan period. The Eden Park High School has the potential to meet some of this need, but is not subject to a draft site allocation in the Draft Local Plan.
15. The Appellant states that the Ravensbourne School has been chosen for the temporary accommodation for the following reasons:

² Paragraph 72 of the NPPF

- Existing use as a school;
 - Access to shared facilities within the Ravensbourne School;
 - Existing services (including electricity and drainage); and
 - A central location that is easy to reach from Beckenham because it has existing and well-established routes serving the Ravensbourne School.
16. It has been suggested in the local representations that the temporary school should be located on the proposed permanent site. However, the proposed arrangement would provide temporary educational facilities at an existing school site, which would allow the existing school facilities to be used to ensure an acceptable quality of education provision for the two year period for which planning permission is sought.
17. With regard to the Urban Open Space designation, the proposed development would be related to the existing use and is therefore supported in principle in accordance with UDP Policy G8. Policy G8 also requires that any development proposal does not unduly impair the open nature of the site, and that where built development is involved, the Council will weigh any benefits being offered to the community, such as new recreational or employment opportunities, against a proposed loss of open space. In this case, the proposal would result in a loss of open space, although this would be for a temporary period only. There are nonetheless benefits to the community in the form of the temporary educational facilities to assist in meeting the significant demand for school places in the Borough, which would outweigh the loss of open space in this instance.
18. With regard to the impact of the development on the open nature of the site, I accept there would be some harm given the scale of the building and its siting, which would be prominent in views from Hayes Lane and across the playing fields from the north, however this would be for a temporary period only, and following the cessation of the use, the building would be removed and the land restored to its former condition. This can be secured through the use of a planning condition.
19. In respect of the impact on playing fields, the proposed building would be positioned on existing playing field land to the north of the school's MUGA. UDP Policy L6 states that the loss of sports grounds or playing fields will not be permitted, except where the Council's assessment of open space provision has revealed a surplus of playing fields. In this case, the proposal would result in a partial loss of playing fields and sports facilities, for a temporary period. There would however continue to be extensive playing field land on the site whilst the temporary building is in place and it is not anticipated that the development would unduly harm the sporting use of the school site.
20. It is noteworthy that Sport England have advised that whilst the proposal does not strictly accord with their playing fields policy, a flexible approach has been adopted with the siting of temporary structures where there is no undue impact on the sporting use of the playing field, and once temporary structures are removed, that the land is restored to playing field quality. Again this can be secured by the imposition of a planning condition.
21. Comments have been received locally regarding the effect of the siting of the building on the usability of the existing cricket square. In my view the

conditions recommended by Sport England, which require details of how the sporting use of the playing field would be maintained, would address this concern. On the first issue I conclude that the proposed development is acceptable in principle.

Effect on character and appearance

22. The NPPF indicates that design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It also states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
23. The London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. UDP Policy BE1 sets out a list of criteria which proposals will be expected to meet, the criteria is clearly aligned with the principles of the NPPF as set out above.
24. The proposed building is utilitarian in character and appearance which is acceptable on the basis that planning permission is sought for a temporary period only. The height and scale of the structure has been limited to ensure that it does not appear bulky or dominant on the site. The structure is of a lightweight construction assembled off site and located on an existing hard standing. It is of a high quality finish which would ensure that it is sympathetic to the character and appearance of the area.
25. The permanent works proposed in the form of the new steps and ramps would result in a minimal impact on the wider character of the area, but would ensure inclusive access to the proposed development and, beyond its lifetime, the playing fields and MUGA. On the third issue therefore I conclude that there is no justification to withhold planning permission on the basis of harm to the character and appearance of the area.

Effect on the setting of the Grade II listed school building

26. In policy terms the proposed development falls to be considered against Policies BE8 of the UDP and Policy 7.8 of the London Plan. These policies seek to identify heritage assets so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account. UDP Policy BE8 states that applications for development involving a listed building or its setting will be permitted provided that the character, appearance and special interest of the listed building are preserved and there is no harm to its setting.
27. In addition the NPPF indicates³ that great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Furthermore, the NPPF indicates⁴ that where a development proposal will lead to less than substantial harm to the

³ Paragraph 132

⁴ Paragraph 134

significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

28. In this case, the proposal includes built development close to the main school building which is Grade II listed. The proposed temporary building would be likely to have an impact on the setting of the listed building for the 2 year period for which planning permission is sought, given its scale and siting. However, I consider this would be 'less than substantial harm' to the setting of the heritage asset, particularly given the temporary period for which planning permission is sought. In this instance there are significant public benefits through the provision of additional school places that would outweigh the limited and temporary harm and on balance this aspect of the scheme is considered to be acceptable. The proposed permanent works to provide steps and a ramp would replace existing steps in a similar location and would result in minimal impact on the setting of the listed building. I conclude on this issue that the proposal is acceptable.

Effect on living conditions of neighbours

29. Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. The relevant components of residential amenity to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance. London Plan Policy 7.15 states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development.
30. The proposed building is well separated from neighbouring dwellings and in my view the proposed development would not give rise to a significant impact on the amenities currently enjoyed by surrounding residents. Whilst there is likely to be a degree of additional noise and disturbance arising from the increase in pupil numbers and associated movements to and from the site including increased pedestrian activities in surrounding residential roads, this is likely to be dispersed across the surrounding area and is not likely to give rise to a significant loss of amenity.
31. With particular regard to noise impacts arising from the proposed generator, I note that plant noise emission criteria are recommended for the diesel generator and a barrier is necessary to meet this. This can be secured by means of a planning condition to safeguard the amenities of neighbouring residents and ensure a satisfactory learning environment for the future pupils at the school. On this issue I conclude there is no justification to withhold permission.

Effect on highway and pedestrian safety

32. The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, and whether safe and

suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.⁵

33. The London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the UDP and London Plan should be used as a basis for assessment. UDP Policy T1 seeks proposals likely to be significant generators of travel to be located in positions accessible or capable of being made accessible by a range of transport modes, including public transport, walking and cycling.
34. A Transport Statement has been submitted with this proposal, in accordance with London Plan Policy 6.3 and UDP Policy T2. It concludes that the proposal would have a non-material impact on the highways in terms of parking, network capacity and road safety as required by London Plan Policy 6.3. I note that the proposal does not provide additional car parking. There is an existing staff car park at the Ravensbourne School site which has provision for 150 vehicles in marked bays. There are 55 currently unused spaces that are available to the temporary school. The site benefits from being close to bus stops with frequent bus service provided at those bus stops. The Ravensbourne School has cycle parking spaces for 30 bicycles. In my view the proposal would accord with UDP Policy T1.
35. Furthermore, I note that a drop off/collection area is proposed on-site, in order to minimise the potential for any parking impact on neighbouring roads. Access to the proposed drop-off and collection area would be taken via the existing gated access from Hayes Lane at the western end of the site. Vehicles would continue on the existing route through the staff car parking area to access the drop-off and collection location. Egress is proposed to occur via the existing exit point onto Hayes Lane from the centre of the site.
36. Plainly the introduction of an additional 360 pupils on site over the 2 year temporary period could have the potential to result in a significant impact on the local highway network, particularly as a result of drop off and collection by car. The Appellant has undertaken mode share analysis to establish the travel modes for existing Ravensbourne School pupils, which indicates that car journeys (including car share) represent 13.7% (am) and 11.6% (pm) of the mode share. The majority of journeys (58.2% (am) and 60% (pm)) are made by public bus. Based on the assessment of comparable sites the temporary School is expected to generate demand for drop-off from 26 vehicles in the morning and 21 vehicles in the afternoon in year 1. In year 2 this would increase to 52 in the morning and 42 in the afternoon.
37. In the mornings (0750 – 0820 hours), the area would only be used for drop off with minimal dwell time. In the afternoons (1700 – 1730 hours) parents/guardians would be able to park and wait to collect pupils. An additional area for parking would be available in the existing school car park should demand exceed capacity at this time.

⁵ Paragraph 32

38. This part of the site is currently used for outdoor play and congregation, although its use for curriculum based activity does not occur until after 1000 hours on any day and finishes prior to the Ravensbourne's School day at 1525 hours. Children currently use the area to congregate before the start of the school day (0830 hours registration) and it would therefore need to be demonstrated that the proposed use of the area would not conflict with this and give rise to safety concerns. The operation would be marshalled to ensure safe and efficient movement of vehicles through the site.
39. With regard to staff travel and parking demand, the Appellant submits that around 10 additional staff members will be required for the temporary school (with 80% of the staffing requirements for temporary classrooms undertaken by existing Ravensbourne School staff). The Appellant submits that any additional staff parking can be accommodated within the existing Ravensbourne School car park.
40. Taking all of these matters into account I consider that the development would not result in a significant impact on the operation of the local highway network or pedestrian safety, provided that the proposed on-site drop off and collection arrangements are implemented prior to the first use of the temporary school and retained in operation for the duration of the temporary planning permission. This, together with the final details of the operation of the drop off and collection arrangements, can be secured by a planning condition. A draft Travel Plan, to encourage the use of sustainable travel modes throughout the temporary period has been prepared by the Appellant in accordance with UDP Policy C7. This can also be secured by condition.
41. In addition and noting the comments received from local residents, I consider that a Construction Logistics/Management Plan be secured by a planning condition to ensure that the construction works do not unduly impact on the local highway network or amenities of local residents. I conclude on this issue that there is no justification for withholding planning permission on the grounds of highway and pedestrian safety.

Other Matters

42. The NPPF requires LPAs to adopt proactive strategies to mitigate and adapt to climate change. The London Plan and draft Local Plan policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. For major development proposals there are a number of London Plan requirements in respect of energy assessments, reduction of carbon emissions, sustainable design and construction, decentralised and renewable energy. Major developments are expected to prepare an energy strategy based upon the Mayor's energy hierarchy adopting lean, clean and green principles.
43. The appeal proposal includes an Energy and Sustainability Strategy which indicates that a 1% reduction in carbon emissions (over the Building Regulations Target Emission Rate (TER)) could be achieved through passive measures including enhanced thermal efficiency in the proposed building. This would not comply with the requirements of the London Plan which seeks a 35% reduction of the TER, although it is acknowledged that the ability of the development to achieve this target is limited by virtue of its temporary nature. Nevertheless, in my view, a revised strategy could be secured by way

of a planning condition to seek to achieve the highest level of carbon emissions reduction possible.

44. In terms of Air quality, the London Plan Policy 7.14 requires development to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality (such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes. The appeal site lies within the AQMA and the combustion of diesel as proposed through the use of a generator would give rise to air pollutants, particularly oxides of nitrogen (NO_x), which convert to nitrogen dioxide (NO₂) in the air. To protect the amenities of nearby residents, planning conditions are necessary to secure the implementation and testing of NO_x abatement equipment to ensure its effectiveness, in compliance with London Plan Policy 7.14.
45. In terms of Drainage, Policy 5.13 of the London Plan requires development to use SUDS, unless there are practical reasons for not doing so though supporting text to the policy also recognises the contribution 'green' roofs can make to SUDS. The hierarchy within that policy is for a preference for developments to store water for later use. As the proposed development is for a temporary building, it would not be practical or proportionate to provide a SUDS system. I note that no technical objections have been raised to the proposal from the Council's Drainage Advisor or from Thames Water.

Conclusion

46. The proposed development would result in a degree of impact to the designated Urban Open Space, playing fields and sports provision, and the setting of the Grade II listed school building. However, in this instance I consider that there are significant public benefits in the form of the additional school places, which would outweigh any temporary harm. In this context it is acceptable that planning permission is granted on condition that the school should not operate before the start of the academic year in 2017 and that the building should be removed from the site on or before the 30 November 2019 and then the land be reinstated to its former condition.
47. I have concluded that the development would not harm the character and appearance of the area or give rise to a significant loss of amenity to local residents, to the extent that planning permission should be withheld. Subject to conditions to secure the implementation of the on-site drop off and collection arrangements for the school, I have concluded that the proposal would not result in a significant residual impact on the operation of the local highway network. The proposal comprises sustainable development, is in overall accord with the development plan and there are no material considerations which indicate otherwise. I shall therefore allow the appeal.

Planning Conditions

48. I have considered the conditions suggested by the Council in the light of the advice in paragraphs 203 and 206 of the NPPF, the model conditions retained at Appendix A of the cancelled Circular 11/95 and the Government's PPG on the use of planning conditions.

49. Condition 1 is necessary in the interests of the amenities of the area and to ensure that the site is restored to a condition fit for purpose. Condition 2 is necessary to ensure the delivery and safe operation of the proposed measures to mitigate the impact of the development on the local highway network with particular regard to on-street congestion. Condition 3 is necessary to comply with the terms of the application in seeking planning permission for the use of the building for two academic years. Condition 4 is necessary to protect playing fields and sports facilities from damage, loss or availability of use. Condition 5 is necessary for the avoidance of doubt and to ensure that the development is carried out in accordance with the correct plans.
50. Condition 6 is necessary to provide a satisfactory learning environment for pupils and in the interests of residential amenity. Condition 7 is necessary to provide a satisfactory learning environment for pupils and to comply with Policy C7 of the UDP and Policy 7.15 of the London Plan. Condition 8 is necessary to safeguard the amenities of neighbouring residential properties in accordance with Policy BE1 of the UDP and Policy 7.15 of the London Plan. Condition 9 is necessary in the interest of improving air quality and to comply with Policy 7.14 of the London Plan. Condition 10 is necessary in order to comply with Policy T7 and Appendix II.7 of the UDP and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport. Condition 11 is necessary in order to comply with Policies T5, T6, T7, T15, T16 and T18 of the UDP. Condition 12 is necessary in order to ensure appropriate management of transport implications of the development and to accord with Policy T2 of the UDP.
51. Condition 13, is necessary in order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 of The London Plan. I have made some minor amendments to the wording of the Council's suggested conditions in the interests of clarity.

Conclusion

52. Having considered these and all other matters raised I find nothing of sufficient materiality to lead me to a different conclusion. The appeal is therefore allowed subject to the conditions set out in the attached Schedule.

Harold Stephens

INSPECTOR

SCHEDULE OF PLANNING CONDITIONS (1-13)

- 1) The building hereby permitted shall be removed from the site on or before the 30 November 2019. In the first planting season following removal, the playing field land shall be reinstated to a playing field of a quality at least equivalent to the quality of the playing field immediately before the development was erected in accordance with 'Natural Turf for Sport', (Sport England, 2011).
- 2) Before the development hereby permitted is commenced, details of the proposed on-site drop off/collection arrangements as set out in the submitted Transport Response (Robert West, July 2016 ref. 2915/042/R03 REV A) shall be submitted to the Local Planning Authority for approval in writing. The submission shall include (but not be limited to) details of any permit scheme proposed and details of the number and location of marshals to be deployed.

The on-site pupil drop-off/collection arrangements shall be implemented before the first occupation of the development hereby permitted and retained and operated in accordance with the approved details for the duration of this planning permission.
- 3) The building hereby permitted shall not be occupied by pupils before the start of the 2017/2018 academic year in September 2017.
- 4) No development shall commence until a scheme to ensure the continuity of the existing sports use of the playing fields and sport facilities shown on Drawing No. 00 00, during construction works and the temporary siting of the school including its removal and land restoration, is submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The scheme shall ensure that the sports facilities remain at least as accessible and at least equivalent in terms of size, usefulness, attractiveness and quality to the existing sports facilities and shall include a timetable for implementation. The approved scheme shall be implemented and complied with in full throughout the carrying out of the development.
- 5) The development hereby permitted shall not be carried out otherwise than in complete accordance with the following plans and supporting documents approved under this planning permission:

Site Plan - 100 00 00

Proposed site plan with generator compound - P1512052-Y-DR-010-XX-00-0001 Rev 1

Proposed elevations and sections - P1512052-Y-DR-020-XX-00-0002 Rev 3

Proposed Ground Floor Plan with Module Layout - P1512052-Y-DR-010-XX-00- 0000 Rev 4

Proposed First Floor Plan with Module Layout - P1512052-Y-DR-010-XX-01-0001 Rev 3

Existing and Proposed Stairs and Ramp Details - 100 04 00

Proposed Ramp Details - 100 04 01 Rev A

Topographic Surveys - L7154/T/1-3

Topographic Surveys - L7154/T/2-3

Topographic Surveys - L7154/T/3-3

External Finish of the Temporary Building (Image)

Planning Statement (JLL, March 2016)

Transport Statement (Robert West, December 2015 - updated March 2016)

Transport Response (Robert West, July 2016)

Travel Survey Results (December 2015)

Desk Study (Momentum, December 2016)

Design and Access Statement (Innes Associates, December 2015)

Acoustic Feasibility Report (Cole Jarman, April 2016)

- 6) The development shall be carried out in compliance with the plant noise emission criteria detailed in Table T4 of Cole Jarman acoustic report 15/0647/R1 Revision 2.
- 7) Prior to the commencement of development, details of the windows and roof construction to insulate the development against external noise and rainfall noise (including details of acoustically treated background ventilation) shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in accordance with the approved details prior to first occupation and retained for the lifetime of the development.
- 8) Prior to the commencement of development, details of an acoustic barrier to the proposed plant equipment shall be submitted to and approved in writing by the Local Planning Authority. The barrier shall be installed in accordance with the approved details before the plant first becomes operational and shall be retained for the lifetime of the development.
- 9) The diesel generator shall not be operated without the fitting of suitable NOx abatement equipment. Before the installation of the diesel generator details of NOx abatement equipment including technical data and manufacturer's certification shall be submitted to and approved in writing by the Local Planning Authority. The NOx abatement equipment shall be installed in accordance with the approved details and retained for the lifetime of the development.

Once the diesel generator becomes operational an emissions test shall be carried out to ensure the emissions of NOx have been reduced. The results shall be submitted to the Local Planning Authority for approval within one month of the first use of the generator.

- 10) Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.
- 11) Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts

can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

- 12) Prior to the commencement of the use hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include measures to promote and encourage the use of alternative modes of transport to the car. It shall also include a timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating. The Travel Plan shall be implemented in accordance with the agreed timescale and details.
- 13) Before any works on site are commenced, a site-wide energy strategy assessment shall be submitted to and approved by the Local Planning Authority. The results of this strategy shall be incorporated into the final design of the buildings prior to first occupation.