

# Planning Committee

15 October 2025



|                          |  |                    |   |
|--------------------------|--|--------------------|---|
| <b>Application No.</b>   | 25/00293/FUL   |                    |   |
| <b>Site Address</b>      | Terminal House, Station Approach, Shepperton, TW17 8AS (Building A to the south-east of the railway line)  |                    |   |
| <b>Applicant</b>         | Mr Lipa Fried  |                    |   |
| <b>Proposal</b>          | Two-storey side extension to the commercial building   |                    |   |
| <b>Case Officer</b>      | Matthew Clapham  |                    |   |
| <b>Ward</b>              | Shepperton Town  |                    |   |
| <b>Called-in</b>         | This application has been called in by Councillor Boughtflower on the basis that the development, by virtue of its size, bulk and massing will have a detrimental effect on the street scene.  |                    |   |
| <b>Application Dates</b> | Valid: 24.03.2025  | Expiry: 19.05.2025 | Target: Extension of Time agreed to 17.10.2025. |
| <b>Executive Summary</b> | <p>This planning application involves the erection of a two-storey extension to the existing office building – identified as ‘Building A’ in the application on the south-eastern side of the railway line, (as opposed to ‘Building B’ on the north-western side of the railway line and subject to a separate application (25/00291/FUL) which is also to be presented to the Committee this evening).</p> <p>The site is located within a designated Employment Area, and the principle of extending the office building for commercial purposes is considered acceptable. The proposed extension matches the design and style of the existing building and provides increased floorspace within an existing Employment Area.</p> <p>The design and appearance of the proposed extension is considered to be acceptable and respects the appearance of the host building and the character of the area.</p> <p>The proposed development is not considered to be detrimental to the amenity of nearby dwellings and other properties. The County Highway Authority has made no objection to the proposal on highway safety grounds. The level of car parking is considered acceptable. There would be no objection on tree grounds. There are no flooding concerns.</p> <p>The proposal would support the existing employment use of the site.</p> <p>Accordingly, the scheme complies with Policies EN1, CC3 and EM1 of the Core Strategy and Policies DPD 2009 and the proposal is therefore</p> |                    |   |

|                             |   |
|-----------------------------|---|
|                             | considered to be acceptable.  |
| <b>Recommended Decision</b> | Approve the application subject to conditions as set out in the Recommendation section (paragraphs 8.1, 8.2 and 8.3). |

## MAIN REPORT

### 1. Development Plan

- 1.1 The following policies in the Council's Core Strategy and Policies DPD 2009 are considered relevant to this proposal:
- EN1: Design of New Development
  - CC2: Sustainable Travel
  - CC3: Parking Provision
  - LO1: Flooding
  - EM1: Employment Development
- 1.2 The National Planning Policy Framework (NPPF) December 2024 is also relevant.
- 1.3 On 19 May 2022, the Council agreed that the draft Spelthorne Local Plan 2022 – 2037 be published for public consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The public consultation for the Pre-Submission Publication version of the Local Plan ended on 21st September 2022 and the local plan was submitted to the Planning Inspectorate on 25th November 2022.
- 1.4 An Examination into the emerging Local Plan commenced on 23 May 2023. However, it was paused to allow time for the new council to understand and review the policies and implications of the emerging Local Plan and to address the issues that were identified in the first week of the Examination, in particular flood risk and its potential implications in relation to the site allocation and delivery strategy of the plan.
- 1.5 On 12 December 2024, the Planning Inspectorate confirmed that the Local Plan examination would resume on the 27 January 2025. This has now taken place and the Examination closed on 18 February 2025. Adoption of the Local Plan by Council could be by November 2025 subject to the plan being found sound by the Inspector and public consultation undertaken on the Main Modifications <https://spelthornelocalplan.info/evidence-base/>
- 1.6 The following policies of the Pre-Submission Spelthorne Local Plan 2022 – 2037 are of relevance:
- PS2: Designing Places and Spaces
  - SP2: Ashford, Shepperton and Sunbury Cross
  - E3: Managing Flood Risk
  - ID2: Sustainable Transport for New Developments

1.7 The [National Planning Policy Framework](#) (NPPF) states at para 49 that:

Local planning authorities may give weight to relevant policies in emerging plans according to:

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

1.8 Section 38(6) the Planning and Compulsory Purchase Act 2004 ([https://www.legislation.gov.uk/ukpga/2004/5/pdfs/ukpga\\_20040005\\_en.pdf](https://www.legislation.gov.uk/ukpga/2004/5/pdfs/ukpga_20040005_en.pdf)) requires applications to be determined in accordance with the development plan (unless material considerations indicate otherwise) and not in accordance with an emerging plan, although emerging policies may be a material consideration.

1.9 At this stage, the policies in the Pre-Submission Spelthorne Local Plan carry limited weight in the decision-making process. The adopted policies in the 2009 Core Strategy and Policies DPD carry substantial weight in the determination of this planning application.

## 2. Relevant Planning History

| Ref. No.     | Proposal  | Decision and Date     |
|--------------|---|-----------------------|
| 25/00291/FUL | Two-storey side extension to the commercial building (Building B)                           | Pending Consideration |
| 25/00436/PAP | The change of use from commercial space (Class E) to residential 21 studio flats (Class C3) | Granted<br>23.05.2025 |
| 25/00437/PAP | The change of use from commercial space (Class E) to residential 17 studio flats (Class C3) | Granted<br>23.05.2025 |
| 25/00792/FUL | The addition of a new floor to the existing office building (Building A)                    | Pending Consideration |
| 25/00793/FUL | The addition of a new floor to the existing office building (Building B)                    | Refused<br>12.08.2025 |

### **3. Description of Current Proposal**

#### The application site and surrounding area

- 3.1 The application relates to Terminal House and specifically 'Building A' located on the south-eastern side of the railway line at Shepperton Station. Terminal House comprises two separate office buildings, the other being on the northwestern side of the railway line, (known as 'Building B') with both buildings being linked by an elevated walkway across the railway line.
- 3.2 With regard to planning application 25/00291/FUL, also for a two-storey side extension to the commercial building (Building B), this is also being presented to the Planning Committee today for determination.
- 3.3 The existing building is a two-storey office block with a low profile pitched roof and backs directly onto the railway line with a frontage to Station Approach. There is car parking to the front of the building and to the side. The site is located within the urban area and within the designated Shepperton Employment Area. The existing building is located within the Flood Zone 2 (between 1 in 100 and 1 in 1000 year event), although the area where the proposed extension is to be sited falls outside any flood risk area. The area is mixed in character with commercial uses and some residential properties above retail and commercial uses, with Shepperton Railway Station being located to the north and east of the site.

#### Proposal

- 3.4 The proposal involves the erection of a two-storey side extension to the existing office building. The proposed extension will measure 25.641m in length, has a depth of 5.45m, and 6.14m in height. The extension has been amended to be set in by 1m to the rear to allow for maintenance, etc., to the extension without compromising the railway platform to the rear. This is in response to concerns raised by Network Rail. It will match the low profile pitched roof in appearance and is of a design and use of materials that matches the existing office building. The application form states there will be no loss of parking spaces with the existing 18 being retained. However, following the submission of amended plans, a total of 24 parking spaces will be provided, a reduction of 4 spaces from the existing situation. The additional commercial floorspace will be Use Class E (Commercial, Business and Service). It will have a total additional floorspace of 228 sq. m.
- 3.5 The full set of proposed plans are provided as an Appendix.

#### 4. Consultations

The following table shows those bodies consulted and their response.

##### Statutory Consultees

| Consultee                | Comment        |
|--------------------------|----------------|
| County Highway Authority | No objections. |
| Network Rail             | No objections. |

##### Non-Statutory Consultees

| Consultee                           | Comment  |
|-------------------------------------|--|
| Tree Officer                        | No objections.   |
| Environmental Heath (Contamination) | Requests an informative as property is located on former railway land. |

#### 5. Public Consultation

- 5.1 A total of 8 properties were notified of the application.
- 5.2 The Council has received 17 letters of objection to the application. One letter raised concerns regarding the change of use to residential, apparently relating to the prior approval application which has been approved (25/00436/PAP).
- 5.3 Reasons for objecting include:
- Inadequate Parking Provision
  - Material inaccuracies in planning submission
  - Overdevelopment
  - Access for emergency vehicles

#### 6. Planning Issues

- Principle
- Impacts upon the Character and Appearance of the Area
- Residential Amenity
- Parking and Highway Safety
- Network Rail
- Flooding

#### 7. Planning Considerations

##### Background

- 7.1 The application does not relate to any change of use to residential and the extension in question is not part of the proposal for the conversion of the existing building from an office to 21 residential studio flats (25/00436/PAP). The conversion to residential was approved under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). A requirement of Class MA is that the use of a building subject to a prior approval application has to have been within Use Class E for a continuous period of at least 2 years prior to the date of the application for prior approval. The extension would have to be erected and used within Class E for a minimum of two years before it could be subject to an application to convert to residential.

#### Principle of Development

- 7.2 The site is located within the urban area and is also located within a designated Employment Area. Policy EM1 (Employment Development) of the Core Strategy and Policies Development Plan Document 2009 (CS & P DPD) states that within the defined Employment Areas, the Council will support in principle proposals for employment development and encourage proposals for extensions that enable business needs to be met and make the most effective use of available employment land.
- 7.3 Notwithstanding the Prior Approval that has been granted for the conversion of the existing building into residential flats, this application is for an extension to an existing commercial property in the same Use Class E commercial use as existing. Any potential future uses for the site are not material planning considerations in determining this application.
- 7.4 It is relevant to note that the site has not been identified as a Strategic Employment Area in the Council's Pre-Submission Spelthorne Local Plan June 2022 (i.e. the emerging Local Plan).
- 7.5 Therefore, the principle of an extension to this existing commercial premises to expand the employment use in Shepperton is acceptable and complies with Policy EM1 of the CS & P DPD.

#### Design and Appearance

- 7.6 Policy EN1(a) of the CS & P DPD states that the Council will require a high standard in the design and layout of new development. Proposals for new development should demonstrate that they will: create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.
- 7.7 The site is located on the periphery of the town centre and within the Shepperton Employment Area. The area is mixed in character where there is a variety of different building styles and scale. The existing building itself is a 1960's commercial building, with a low profile pitched roof. The proposed extension will replicate the design and style of the host building to which it will be attached and will have a similar height to that part of the existing building

to which it is to be attached. It extends 25.641m and has a depth of 5.45m. The distance between the frontage of the extended building matches that of the existing building, creating a similar extended area of hardstanding for cars to park off Station Approach directly outside Terminal House. Materials are shown to match the existing building.

- 7.8 Therefore, it is considered that the proposed design and appearance is acceptable and complies with the requirements of Policy EN1 of the CS & P DPD and the NPPF.

#### Impact on adjoining properties

- 7.9 Policy EN1(b) of the CS & P DPD states that new development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.
- 7.10 With regards to impact on light and overbearing, the proposed development would be located adjoining the railway line, with the station and drop off area to the east and the existing office building to the west. The nearest neighbouring properties are those on the opposite side of Station Approach to the south. Directly in front of the proposed extension is a single storey car repair / MOT garage and to the west of these are primarily two storey properties with commercial uses at ground floor level. To the east, the properties increase to three storeys closest to the station itself. These properties are located approximately 17m away from the proposed extension, which stands at 6.14m in height. As such, it is not considered that the proposal will give rise to any significant adverse impacts to nearby properties in regard to any loss of light or overbearing.
- 7.11 The proposed extension will have windows along its front and rear elevations at both ground and first floor level. However, in view of the relationship with nearby properties and the 17m separation distance to the properties on the other side of Station Approach, no loss of privacy is considered to result from the proposal.
- 7.12 It is not considered that any noise and disturbance arising from the construction will give rise to any significant harm that would justify refusal on these grounds. The proposed extension is for the same use as existing and the site is located close to the railway and in an existing commercial area. Therefore, the proposal is not considered to result in any ongoing concerns regarding noise from the future Use Class E use of the extension.
- 7.13 Therefore, the proposed extension is not considered to result in any adverse impacts upon the amenity of adjoining properties and complies with Policy EN1 of the CS & P DPD.

#### Parking

- 7.14 Policy CC3 (Parking Provision) of the CS & P DPD states that the Council will require appropriate provision to be made for off-street parking in development proposals in accordance with its maximum parking standards.

- 7.15 The Council's Supplementary Planning Guidance on Parking Standards sets out the maximum number of parking spaces required for types of development and in General Note 1 states that 'Car parking provision below the standards set out in this document may be acceptable in areas well-served by public transport, particularly town centres'.
- 7.16 A total of 24 no. parking spaces are to be provided, a reduction in the 28 spaces currently provided. The Council's Parking Standards stipulate a maximum of 33 parking spaces for a scheme of this size. Although the proposed parking provision is 9 spaces below the maximum standard, this is a maximum and it is therefore considered acceptable. Moreover, the County Highway Authority has not raised any objections to the proposed parking provision.
- 7.17 Accordingly, the proposed level of car parking is considered acceptable and complies with Policy CC3 of the CS & P DPD.

#### Highway Issues

- 7.18 Policy CC2 of the CS & P DPD states that the Council will seek to secure more sustainable travel patterns by only permitting traffic generating development where it is or can be made compatible with the transport infrastructure in the area taking into account:
- number and nature of additional traffic movements, including servicing needs,
  - capacity of the local transport network,
  - cumulative impact including other proposed development,
  - access and egress to the public highway,
  - highway safety.
- 7.19 The County Highway Authority (CHA) was consulted on the planning application and has not raised any objections on highway safety matters, subject to a condition requiring a Construction Transport Management Plan.
- 7.20 It is therefore considered that the proposal's impact on the highway is acceptable, and that the development complies with Policy CC2.

#### Network Rail

- 7.21 Network Rail (NR) are a Statutory Consultee as the proposed development is within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2015). NR originally raised objections based on noise, safety and maintenance. However, an amended scheme was submitted where the extension has been set in from 1m from the rear and the back edge of the platform, which allows for satisfactory space for the extended office to be maintained without encroachment onto the railway platform. In addition, further information was submitted by the applicant regarding how they intended to overcome these concerns and mitigate any potential issues. Network Rail have subsequently removed their objection and, subject to various conditions, are satisfied that



the development can be carried out without compromising the safety of the railway network.

#### Flooding

- 7.22 Policy LO1 of the CS & P DPD states that the Council will seek to reduce flood risk and its adverse effects on people and property in Spelthorne.
- 7.23 The existing building is located within Flood Zone 2, which has a medium probability of flooding with between 1 in 100 year and 1 in 1000 year chance of flooding. However, the area subject to the proposed extension falls outside of this area and is within Zone 1 with less than 1 in 1000 year chance of flooding. The proposal is considered to be in a 'less vulnerable' use and falls outside of the criteria where the Environment Agency should be consulted.
- 7.24 In terms of existing surface water flooding, the Environment Agency's flood maps show that site is not in an area at risk of surface water flooding.
- 7.25 Accordingly, the proposal is considered acceptable on flooding grounds and complies with Policy LO1 and the NPPF.

#### Trees and Biodiversity

- 7.26 Policy EN8 of the CS & P DPD (Protecting and Improving the Landscape and Biodiversity) states that the Council will seek to protect and improve the landscape and biodiversity of the Borough by ensuring that new development, wherever possible, contributes to an improvement in the landscape and biodiversity and also avoids harm to features of significance in the landscape or of nature conservation interest.
- 7.27 The application is not subject to the National Biodiversity Net Gain (BNG) requirements, as the existing site has virtually no ecological value, being entirely covered by the hardstanding of the car park and surroundings to the existing building.
- 7.28 The Council's Tree Officer has visited the site and has noted that one tree will be lost as a result of the proposed development. However, that tree is already located within a planter area and has outgrown the area in which it is located. As such, it is not in a condition that is worthy of a Tree Preservation Order and its removal cannot be resisted.
- 7.29 Accordingly, the proposal is considered to comply with Policy EN8 of the CS & P DPD.

#### Climate Change

- 7.30 The Climate Change Supplementary Planning Document (SPD) was adopted by the Council in April 2024. It provides more detailed guidance to applicants on how to implement adopted Policy SP7 from the Core Strategy 2009. Policy SP7 seeks to reduce climate change effects by:

*a) promoting inclusion for renewable energy, energy conservation and waste management in new and existing developments*

- b) development reduces the need to travel and encourages alternatives to car use*
- c) encourage non car-based travel,*
- d) promoting the efficient use and conservation of water resources,*
- e) promoting measures to reduce flooding and the risks from flooding,*
- f) supporting measures to enhance and manage Staines' role as a public transport interchange.*

- 7.31 There are also three implementation policies; Policy CC1: Renewable Energy Conservation and sustainable Construction, Policy CC2: Sustainable Travel and Policy CC3: Parking provision.
- 7.32 Policy CC1 states that the Council will require residential development of one or more dwellings and other development involving new building or extensions exceeding 100 sq. m to include measures to provide at least 10% of the development's energy demand from on-site renewable energy sources unless it can be shown that it would seriously threaten the viability of the development. A condition will be imposed in order to ensure the policy requirement is met.
- 7.33 There are also other key documents supporting action on climate change; the NPPF 2024 chapter 14 "*Meeting the challenge of climate change, flooding and coastal change*", the *National Model Design Code* and *Spelthorne Borough Council's Climate Change Strategy 2022 – 2030*.
- 7.34 The scheme is considered to perform well against the Council's climate change policies and the SPD. The development is an efficient use of an existing brownfield site in an employment use and is located in a sustainable location. Accordingly, the proposal is considered acceptable on sustainability grounds.
- 7.35 Accordingly, the proposal complies with the requirements of Policy CC1 of the CS & P DPD.

#### Other Matters

- 7.36 The Council's Pollution Control Officer (Environmental Health) has raised no objection on contaminated land grounds, requesting an informative due to the site being located on former railway land.

#### Financial Considerations

- 7.37 Under S155 of the Housing and Planning Act 2016, Local Planning Authorities are now required to ensure that potential financial benefits of certain development proposals are made public when a Local Planning Authority is considering whether or not to grant planning permission for planning applications which are being determined by the Council's Planning Committee. A financial benefit must be recorded regardless of whether it is material to the Local Planning Authority's decision on a planning application, but planning officers are required to indicate their opinion as to whether the benefit is material to the application or not.

- 7.38 The proposal would not generate New Homes Bonus, nor is it a CIL chargeable scheme. The proposal will generate Business Rates payments which is not a material consideration in the determination of this proposal.

#### Equalities Act

- 7.39 This planning application has been considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The question in every case is whether the decision maker has in substance had due regard to the relevant statutory need, to see whether the duty has been performed.

- 7.40 The Council's obligation is to have due regard to the need to achieve these goals in making its decisions. Due regard means to have such regard as is appropriate in all the circumstance.
- 7.41 The applicant states that the proposal will achieve the required standards of accessible and inclusive design. The NPPF defines people with disabilities as individuals that have a physical or mental impairment, which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. This can include but is not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs. It is considered that it would be possible for individuals with some disabilities to access the development.

#### Human Rights Act

- 7.42 This planning application has been considered against the provisions of the Human Rights Act 1998.
- 7.43 Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.
- 7.44 Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, i.e. peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.
- 7.45 In taking account of the Council policy as set out in the Spelthorne Local Plan and the NPPF and all material planning considerations, Officers have concluded on balance that the rights conferred upon the applicant/ objectors/

residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by the approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

### Conclusion

- 7.46 The proposed development is on existing employment land and will provide 228sqm of new commercial floorspace in a sustainable town centre location, close to public transport links and local facilities. The proposal is considered to pay due regard to the character and appearance of the area and not result in any adverse impacts upon the amenity of adjoining properties. The proposal would provide sufficient parking and have an acceptable impact upon highway safety. Accordingly, the application is recommended for approval.

## **8. Recommendation**

- 8.1 The options available to the Planning Committee for decision making are:

- To approve the application as set out in this report. This option is recommended. The report analyses in some detail the reasons why the application is considered to be acceptable in planning terms.
- To approve the application subject to additional /amended conditions and informatives. This option is not recommended, the conditions and informatives are set out below. The Planning Committee should be minded of paragraph 57 of the NPPF which states that :- *planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects ([National Planning Policy Framework](#))*.
- To refuse the application. This option is not recommended. The report assesses why officers consider the application to be acceptable and there are [no material planning reasons](#) to refuse the proposal.

- 8.2 The application is recommended for approval, subject to conditions and informatives below.

- 8.3 **APPROVE** subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: - This condition is required by Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and drawings:

E00; E01; E02; E03; E04; P00; P01 and P02 received 12 June 2025

Reason: - For the avoidance of doubt and in the interest of proper planning

3. No development above damp-proof course level shall take place until details of the materials to be used for the external surfaces of the buildings and other external surfaces of the development are submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved materials and detailing.

Reason:- To ensure that the proposed development does not prejudice the appearance of the development and the visual amenities and character of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

4. Following construction of any groundwork and foundations, no construction of development above damp-proof course level shall take place until a report has been submitted to and agreed by the Local Planning Authority which includes details and drawings demonstrating how 10% of the energy requirements generated by the development as a whole will be achieved utilising renewable energy methods and showing in detail the estimated sizing of each of the contributing technologies to the overall percentage. The detailed report shall identify how renewable energy, passive energy and efficiency measures will be generated and utilised for each of the proposed buildings to meet collectively the requirement for the scheme. The agreed measures shall be implemented with the construction of each building and thereafter retained.

Reason:- To ensure that the development is built in accordance with the submitted renewable energy details and is sustainable and complies with Policy SP7 and CC1 of the Spelthorne Development Plan Core Strategy and Policies DPD.

5. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) measures to prevent the deposit of materials on the highway
- (h) on-site turning for construction vehicles

(i) details of any crane positioning, scaffolding arrangements, safe working practices, and ensuring ongoing liaison with Network Rail whilst construction takes place

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development

Reason: - This condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and in order to protect local air quality and the amenity of neighbouring occupants and to ensure the safe operation of the railway.

6. The development hereby approved shall not be first occupied unless and until facilities for the secure, lit and covered parking of bicycles and the provision of a charging point with timer for e-bikes by said facilities have been provided within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development makes suitable provision for sustainable travel, in accordance with the sustainable objectives of Chapter 9 "Promoting sustainable transport" of the National Planning Policy Framework 2024, and Policies CC2 and CC3 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

7. Prior to the occupation of the development, details of a scheme of the means of enclosure shall be submitted to and approved in writing by the Local Planning Authority indicating the positions, design, materials and type of all boundary treatment to be erected. The boundary treatment shall be completed before the extension to the building is first occupied. Development shall be carried out in accordance with the approved details and maintained as approved.

Reason:- To ensure that the proposed development does not prejudice the safe operation of the railway in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

8. Prior to the occupation of the development, a Maintenance Strategy document will be submitted to demonstrate how future maintenance requirements will be managed for the lifetime of the development. This will also include details of the maintenance of the link bridge over the railway connecting Buildings A and B.

Reason:- To ensure that the proposed development does not prejudice the safe operation of the railway in accordance with policies SP6 and

EN1 of the Spelthorne Borough Core Strategy and Policies  
Development Plan Document 2009.

9. Prior to the occupation of the development hereby permitted the windows on the railway facing elevation of the building shall be non-opening. The window shall thereafter be permanently retained as installed.

Reason:- To ensure that the proposed development does not prejudice the safe operation of the railway in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

Informatives

- 1) The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
- 2) Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 3) The applicant is advised that the site to which this planning permission relates is located on or near land that may contain harmful substances. Under Part C of the Building Regulations you will be required to consider this when designing the foundations of the development.

The applicant is advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences.

- 4) The Developer is advised to follow Network Rail's Asset protection guidance and liaise with the Asset protection Team