

Registration Date:	26-Aug-2020	Application No:	P/10211/004
Officer:	Michael Scott	Ward:	Colnbrook with Poyle
Applicant:	MBS Equipment Company Ltd	Application Type:	Major
		13 Week Date:	25 Nov 2020
Agent:	Arrow Planning Limited, Clarks Barn, Bassetsbury Lane, HIGH WYCOMBE, HP11 1QX		
Location:	Crossdock, 60, Lakeside Industrial Estate, Slough, Lakeside Road, Slough, Colnbrook, SL3 0EL		
Proposal:	Installation of a new mezzanine floor, a security hut, cycle store and security barrier.		

**Recommendation:** Delegate to the Planning Manager for Approval



## **P/10211/004**

### 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies set out below, it is recommended the application be delegated to the Planning Manager for approval; in order to finalise conditions; and any other minor changes.
- 1.2 This application is to be determined at Planning Committee as it is a major application due to the site area being over 0.5 hectares and the amount of floorspace proposed is greater than 1000 sq.m.

### **PART A: BACKGROUND**

#### 2.0 **Proposal**

- 2.1 This is a full planning application for:
- Internal works entailing the introduction of a mezzanine floor comprising some 2639 sq.m. of floorspace, in conjunction with the installation of three goods lifts
  - Installation of a security cabin measuring 2.4m. x 2.4m. with an overall height of 2.5m. and an 8m. long entrance barrier with a height of one metre
  - The provision of a cycle parking store measuring 3.5m. x 2.2m. with an overall height of 2.1m. providing 5no. Sheffield stands enabling up to 10 cycles to be secured by employees and visitors
- 2.2 The applicant, MBS, supply lighting systems in the film and television industry.

#### 3.0 **Application Site**

- 3.1 The site comprises the former *Hellmann* warehouse situated at the western end and on the north side of Lakeside Road. The existing premises consist of a large warehouse, with ancillary offices, which has loading bays on both sides. There is on-site car parking for staff, employees and visitors. There is a vehicle access from Lakeside Road at the western end of the frontage and an egress at the eastern end of

the site onto Lakeside Road, with a one-way circulatory system within the site.

- 3.2 To the north and west lies the Colne Brook water channel within a heavily wooded margin, which provides a boundary and barrier to open countryside beyond.
- 3.3 To the east lies the western part of Grundon Waste Management site complex, consisting of a large building on the common boundary with servicing, loading/unloading, parking and the main incinerator building beyond to the east.
- 3.4 To the south is a strip of heavily wooded land between Lakeside Road and the Colnbrook By-pass (A4). Both Lakeside Road and the A4 are adopted highways. There are no road-widening schemes affecting the site.
- 3.5 Almost the entirety of the site lies in Flood Zone 2, where any extension of the existing premises or any redevelopment of the site would require a full Flood Risk Assessment, including the Sequential Test.
- 3.6 The entire site and surrounding lands lie in the Green Belt.
- 3.7 For completeness, it should be noted: the site lies within an area outside of the Town Centre on the Proposals Plan; the site is not in a Conservation Area; there are neither heritage assets nor trees under a Tree Preservation Order in close proximity. Specifically, it is noted that this site does not lie in the part of Lakeside Road that is designated as an Existing Business Area.

#### 4.0 **Relevant Site History**

- 4.1 Planning approval was granted by South Bucks DC under their ref: SBD/786/89 dated 23<sup>rd</sup> February 1990 relating to a scheme comprising “Demolition of the existing and erection of B8 warehouse with ancillary offices, car parking and landscaping”- to which there was a legal agreement under s.106 of the 1990 Act as set out in Informative 1 to the planning permission decision notice that “prohibits further increases in floorspace, required the completion of highway works and maintenance of landscaping”.

- 4.2 A subsequent planning approval was granted by South Bucks DC under their ref: S/90/1150/FF dated 31<sup>st</sup> October 1991 relating to a scheme comprising “Redevelopment to provide B8 warehouse with ancillary office content and car parking”- to which there was a legal agreement under s.106 of the 1990 Act as set out in Informative 1 to the planning permission decision notice that “prohibits further increases in floorspace, required the completion of highway works and maintenance of landscaping”.
- 4.3 A planning application for “Construction of landscaping work to site frontage in accordance with Condition 8 of planning ref: SBD/786/89 issued on 23rd February 1990” was approved on 11<sup>th</sup> November 1998 – SBC ref: P/10211/001. This permission was granted subject to the following conditions which remain in force:
- (1) At all times the area forward of the visibility sight lines of 9m by 215m shall be kept free of all obstructions exceeding 1m above carriageway level, at the junction of Lakeside service road and the Colnbrook-by-Pass.*
  - (2) The landscaping scheme hereby approved shall be maintained at all times. In the event of the loss by death or other means, any such planting shall be replaced and thereafter permanently maintained.*
- 4.4 Whilst the description of the proposal attributes the scheme to the discharge of Condition 8 of SBD/786/89, the application form does not specify either that approval or Condition 8 of S/90/1150/FF. A covering letter on the file does, however, attribute the application to the later referenced approval.
- 4.5 A full planning application for a “Proposed mezzanine floor for additional office space” was approved on 24<sup>th</sup> April 2001 – SBC ref: P/10211/002. File records indicate that this only related to that part of the premises which was then occupied by HPL Kensington Ltd. This proposal amounted to some 106 sq.m. of additional floorspace. The planning documents state that there was a concern regarding the need for additional car parking that may arise from the scheme. The applicant was able to satisfy the Council and approval was granted.
- 4.6 A further full planning application for the “Installation of a mezzanine floor to provide additional office accommodation and installation of first floor windows” was approved on 25<sup>th</sup> April 2005 – SBC ref: P/10211/003. File records show that this too related to that part of the premises which was then occupied by HPL Kensington Ltd. This proposal amounted to some 74 sq.m. of additional floorspace.

4.7 Pre-application advice was sought on the firstly the need for formal planning approval surrounding the proposed introduction of a mezzanine floor and secondly if formal planning approval was required whether the officers would be minded to recommend approval of such a proposal.

4.8 The Pre-application advice dated 12<sup>th</sup> June 2020 concluded:

*“that formal approval of the Local Planning Authority would be required. However, it is considered that the introduction of a mezzanine floor system rather than reliance on high stacks of storage shelving would not lead to an unacceptable degree of intensification of the use of the site. Any application submitted would need to ensure that the intensity of use is clearly set out with reference to the existing scenario as a comparator.”*

4.9 For completeness, it is noted that a full planning application for the “Installation of temporary building” was approved on 14<sup>th</sup> March 1997 – SBC ref: P/10211/000.

## 5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 a site notice was displayed at the entrance to the site on 21/09/2020. The application was advertised as a major application in the 02/10/2020 edition of The Slough Express. Neighbour *letters* were sent out on 23/09/2020 to the following addresses:

Tantric Blue, Colnbrook By Pass, Slough, Colnbrook, Slough, SL3 0EH, Chequers Filling Station, Colnbrook By Pass, Colnbrook, Slough, SL3 0EH, Tanhouse Waste Recycling Plant, Lakeside Road, Colnbrook, Slough, SL3 0ED, Leada Acrow Limited, Colnbrook By Pass, Colnbrook, Slough, SL3 0ET

5.2 No representations have been received.

## 6.0 **Consultations**

6.1 Local Highway Authority:

No comments received. Any comments received will be reported on the

## Amendment Sheet.

### 6.2 Thames Water:

#### Waste Comments

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

#### Water Comments

There are water mains crossing or close to your development. Thames

Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](https://thameswater.co.uk/buildingwater).

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

- 6.3 Poyle Parish Council  
No objection.

## **PART B: PLANNING APPRAISAL**

### 7.0 **Policy Background**

- 7.1 National Planning Policy Framework and National Planning Policy Guidance:  
Section 2: Achieving sustainable development  
Section 6: Building a strong, competitive economy  
Section 9: Promoting sustainable transport  
Section 11: Making effective use of land  
Section 12: Achieving well-designed places  
Section 13: Protecting Green Belt land  
Section 14: Meeting the challenge of climate change, flooding and coastal change

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008  
Core Policy 1 - Spatial Strategy  
Core Policy 2 - Green Belt and Open Spaces  
Core Policy 5 - Employment

Core Policy 7 - Transport  
Core Policy 8 - Sustainability and the Environment  
Core Policy 9 - Natural, built and historic environment

The Adopted Local Plan for Slough 2004 (Saved Policies)

EMP2 – Criteria for Business Developments  
EMP4 – Development Outside of the Existing Business Areas  
EN1 – Standards of Design  
EN3 – Landscaping Requirements  
EN5 – Design and Crime Prevention  
EN11 – Advertisements on Commercial Buildings  
T2 – Parking Restraint  
T8 – Cycling Network and Facilities

Other Relevant Documents/Guidance

- Slough Borough Council Developer's Guide Parts 1-4
- Proposals Map

Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The revised version of the National Planning Policy Framework (NPPF) was published on 19th June 2019.

The National Planning Policy Framework 2019 states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Planning Officers have considered the revised National Planning Policy Framework 2019 which has been used together with other material planning considerations to assess this planning application.

7.2 The planning considerations for this proposal are:

- Principle of development
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Crime prevention



- Highways and parking
- Flooding & Drainage
- Green Belt

## 8.0 **Principle of development**

- 8.1 It is clear from the planning history of the site that the lawful use of the premises would be for B8 Storage or Distribution as set out in the 1987 Use Classes Order.
- 8.2 The submission documentation demonstrates that the intended use complies with the definition of B8.
- 8.3 Formal planning approval is required due to the terms of s.106 Agreement requiring written approval of the LPA for the inclusion of a mezzanine.
- 8.4 The National Planning Policy Framework 2019 encourages the effective and efficient use of land. As these proposals involve the re-use of a vacant warehouse for a viable purpose, such as the lawful use, the proposals comply with the overall thrust of the NPPF.
- 8.5 Each of the two planning approvals cited above - namely SBD/786/89 and S/90/1150/FF – refer to an accompanying legal agreement which, inter alia, sets out that “at no time shall any mezzanine floorspace be created within the Building unless otherwise approved of in advance in writing by the Council”.
- 8.6 The rationale for the inclusion of a restriction on any mezzanine without prior approval by the LPA would appear to relate to a consideration of whether there would be a need for further on-site parking.
- 8.7 The applicant has set out that their overriding intention is based on the need to provide “safer and more efficient storage. As opposed to having large tall racks, the mezzanine would enable two levels of storage which is more accessible and suitable for the applicant’s business needs”.
- 8.8 Modern warehousing can entail high racking systems without the need for a mezzanine. It is considered that this leads to a similar, if not identical, volume of storage and as such does not imply a greater intensity of an operation nor of the number of employed operatives.
- 8.9 The applicant was based at Pinewood Studios, where they employed some 70 staff. In their submission they state that there would be no increase in their current staffing levels, of which circa 65 employees have relocated to the application premises.

8.10 Having regard to the National Planning Policy Framework 2019 and the Local Development Plan, there are no objections to the principle of the inclusion of a mezzanine floor within the principal building on this site, subject to the assessment of the transport implications of such a scheme. This is set out under the Transport and Parking heading below.

#### 9.0 **Impact on the character and appearance of the area**

9.1 The National Planning Policy Framework encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policies EN1 and EN2.

9.2 The proposals would be not out-of-keeping with the general character of the area, in that a security hut would be typical of the form, use and activity locally.

9.3 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area. The proposals therefore comply with Core Policy 9 of the Core Strategy and the requirement of the National Planning Policy Framework, as such the scheme is considered to therefore comply with Policies EN1 and EN2 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2019.

#### 10.0 **Impact on amenity of neighbouring occupiers**

10.1 The National Planning Policy Framework 2019 encourages new developments to be of a high-quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.

10.2 The siting of the security hut would have no impact on neighbouring occupiers.

10.3 The introduction of a mezzanine floor does not lead to a material intensification of the use of the site and therefore it is considered that this would not have any harmful impact on the neighbours' amenities.

10.4 In conclusion, it is considered that there would be no adverse harm for

neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2019.

11.0 **Crime Prevention**

11.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed; so, as to reduce the potential for criminal activity and anti-social behaviour.

11.2 It is considered that the inclusion of a security hut and cycle storage would assist in the reduction and prevention criminal activity.

12.0 **Highways and Parking**

12.1 The National Planning Policy Framework states that planning should seek to promote development that is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians and where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework states that *'Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

12.2 The proposals do not affect the existing access/egress arrangement which entails a one-way arrangement through the site from the access on the south-west point of the site on Lakeside Road to a point due east on lakeside Road.

12.3 The proposals do not entail any change in the existing car parking arrangements which provides some 84 spaces.

12.4 The Council's car parking standards require some 15 car parking spaces and some 6 cycle parking spaces.

12.5 The applicant's Transport Statement concludes that "Any additional vehicle movements as a result of the proposals are not considered to have a detrimental impact on the operation of the local highway or

transport networks or highway safety and therefore the proposed mezzanine development would not result in a severe residual impact.”

12.6 Given the inclusion of a mezzanine floor in the storage area does not entail further non-B8 floorspace and thus no intensification of employment, which may lead to an increased need for parking and/or an increased trip generation, it is considered that the proposals are acceptable subject to a condition that the space is used only for B8 use, unless agreed in writing by the LPA.

12.7 Based on the above, and subject to the condition set out below, it is considered that the proposals would not lead to severe harm to highways users and thus are considered to be in accordance with the requirements of Policies T2 and T8 of the adopted Local Plan, as well as the provisions of the NPPF.

### 13.0 **Flooding & Drainage**

13.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.

13.2 According to the EA flood maps, the much of the site is located in Flood Zone 2; whilst the remaining is in Flood Zone 1, where proposals do not require a Flood Risk Assessment.

13.3 However, the nature of the proposals do not entail a material change in the site circumstances in relation to flood risk, as the footprint of the security hut and the cycle store are modest and the significant change is internal, with no alterations to the external envelope of the principal building. As such, a Flood Risk Assessment has not been requested.

### 14.0 **Green Belt**

14.1 The introduction of a mezzanine floor would have no external impacts on the design and appearance of the building and the scale of the security hut and cycle store are negligible. As such, there would be no material change in the openness of the Green Belt.

### 15.0 **PART C: RECOMMENDATION**

- 15.1 Having considered the relevant policies set out above, it is recommended the application be delegated to the Planning Manager for approval in order to finalise conditions and any other minor changes.

16.0 **PART D: LIST CONDITIONS AND INFORMATIVES**

1. Commence within three years

The proposed works hereby approved shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved unless otherwise agreed in writing by the Local Planning Authority.

- (a) Site Location Plan ref: TQRQM20232144028684, Dated 19 Aug 2020, Recd On 26/08/2020
- (b) Undated/unnumbered Site Plan 1:1000 @ A3, Recd On 26/08/2020
- (c) Drawing No. P18134 Rev. B, Dated 09/07/2020, Recd On 26/08/2020
- (d) Undated/unnumbered brochure by Perfect Kiosks, Recd On 26/08/2020
- (e) Undated/unnumbered brochure for a Gated EcoShelter by Urban Street Products, Recd On 26/08/2020
- (f) Drawing No. 105/3/37368 Issue A Sheet 1/1, Dated 15/02/2013, Recd On 26/08/2020
- (g) Transport Statement by Evoke ref: R-20-0069-01A, Dated 21 August 2020, Recd On 26/08/2020
- (h) Planning Statement by Arrow Planning Ltd ref: APL-228 Crossdock, Dated August 2020, Recd On 26/08/2020

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area, so as to comply with the Policies in the Development Plan.

3. Restriction on the use of the mezzanine floorspace

The additional 2639 square metres of mezzanine floorspace hereby approved shall be used for Class B8 and for no other purpose (including any other purpose in Class B of the Schedule to the Town and Country Planning (Use Classes) Order 1987, and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order unless and agreed in writing by the LPA.

Reason To retain control over the intensification of the use of the site, particularly having regard to the provision of on-site parking.

#### 4. Cycles storage

The cycle parking provision hereby approved shall be provided prior to the use of the mezzanine floor and shall be retained for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

#### 5. Car parking provision

The parking spaces and turning areas shown on the approved plans shall be retained at all times in the future for the parking of motor vehicles.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004 (saved polices), and the requirements of the National Planning Policy Framework 2019.

#### INFORMATIVE(S):

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. Thames Water  
Waste Comments  
A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution

under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade\\_effluent@thameswater.co.uk](mailto:trade_effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

The proposed development is located within 15 metres of our underground waste water assets. The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

#### Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](http://thameswater.co.uk/buildingwater).

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair

or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.