

## **APPENDIX A**

### **LONDON BOROUGH OF BARNET**

THE ERECTION AND USE OF A CONCRETE BATCHING PLANT AND ASSOCIATED INFRASTRUCTURE INCLUDING AN OFFICE, WELFARE FACILITY AND VEHICULAR PARKING, TOGETHER WITH THE USE OF AN EXISTING ACCESS

CRICKLEWOOD RAILWAY YARD (PLOT 3), LAND TO THE REAR OF 400 EDGWARE ROAD, CRICKLEWOOD, LONDON NW2 6ND

PLANNING APPLICATION REF. 21/3936/FUL

### **DRAFT CONDITIONS**

#### **COMMENCEMENT AND TIME LIMITS**

1. The development hereby permitted must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

2. No concrete batching operations authorised by this planning permission shall commence until the acoustic barrier positioned along the southwest boundary of the Cricklewood Railway Yard site as approved and illustrated on Drawing Numbers 11753-WMS-ZZ-XX-DR-C-39001-S8-P9, 11753-WMS-ZZ-XX-DR-C-39011-S8-P7 and 11753-WMS-ZZ-XX-DR-C-39012-S8-P8 listed under Condition 2 of planning permission 17/5761/EIA (as amended by 19/3098/NMA and 21/3828/NMA) has been completed.

Reason: To ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012); to limit the environmental impacts of the development to those described and assessed within the planning application; and to ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012) and saved Policy C3 of the Unitary Development Plan (2006).

## APPROVED DRAWINGS

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

Location Plan	12153-WMS-ZZ-XX-DR-C-30001-S8-P3
Existing Site Plan	12153-WMS-ZZ-XX-DR-C-30101-S8-P2
Site Layout Plan	12153-WMS-ZZ-XX-DR-C-30401-S8-P17
Proposed Elevations & Plan	12153-WMS-ZZ-XX-DR-C-30601-S8-P16
Laboratory Elevations & Plan	12153-WMS-ZZ-XX-DR-C-30602-S8-P2
Office Floor Plans & Elevations	12153-WMS-ZZ-XX-DR-C-30603-S8-P3
Proposed Plant Elevations	12153-WMS-ZZ-XX-DR-C-30604-S8-P10
Tracking Analysis	12153-WMS-ZZ-XX-DR-C-30901-S8-P13
Dust Suppression Plan	12153-WMS-ZZ-XX-DR-C-30402-S8-P11

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

## OPERATIONAL CONTROLS

4. Coarse and fine aggregates shall be imported to the site by rail only. No aggregates shall be imported to the site by road.

Reason: To limit the environmental impacts of the development to those described and assessed within the planning application; and to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012).

5. The permitted maximum volume of concrete based products produced at, and exported from the site, shall not exceed 100,000 cubic metres per annum.

Reason: To ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012); to limit the environmental impacts of the development to those described and assessed within the planning application; and

to ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012) and saved Policy C3 of the Unitary Development Plan (2006).

6. Aggregate shall only be stored within the stockpile storage bays on Plot 3 as shown on Drawing No.12153-WMS-ZZ-XX-DR-C-30401-S8-P17 (Site Layout Plan).

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012) and saved Policy C3 of the Unitary Development Plan (2006).

7. No more than 15,000 cubic metres of aggregate shall be stored on the site at any one time.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012) and saved Policy C3 of the Unitary Development Plan (2006).

8. Stockpiles of aggregate shall not exceed 5.6 metres in height and shall be below the height of the stockpile storage bay containment structures at all times.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

9. External floodlighting as illustrated on Drawing No. 12153-WMS-ZZ-XX-DR-C-30401-S8-P17 (Site Layout Plan) shall only be used during the permitted operational hours as controlled by Condition 17 of this planning permission.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Development Management Policies DPD (adopted September 2012) and saved Policy C3 of the Unitary Development Plan (2006).

10. Prior to the commencement of concrete batching operations, a Site Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Management Plan shall include (but not be limited to) the following:

- a) Procedures to monitor air quality emissions throughout the duration of the development, identification of appropriate air quality thresholds and Site Action

- Levels, and identification of remedial actions to be implemented in the event of any exceedance of those thresholds and/or Site Action Levels;
- b) Procedures to monitor noise emissions throughout the duration of the development to ensure the noise limits specified in Condition 11 of this planning permission are not exceeded, and identification of the remedial actions to be implemented in the event of any exceedance of those noise limits;
  - c) A Dust Management Plan;
  - d) Details of the operation of the Dust Suppression System illustrated on Drawing No. 12153-WMS-ZZ-XX-DR-C-30402-S8-P11;
  - e) Management of aggregate stockpiles outside of operational hours stipulated by Condition 17 of this planning permission;
  - f) Measures to be taken to prevent mud, concrete and debris being tracked onto the public highway;
  - g) Identification of Best Practicable Measures to be implemented in respect of minimising any environmental impacts at the site; and
  - h) A communication strategy for the regular liaison with local residents and neighbouring premises including contact details of a Site Manager and a scheme of escalation for addressing any complaints.

From the date of its initial approval pursuant to this Condition, the Site Management Plan shall be reviewed on at least an annual basis and submitted for approval in writing by the Local Planning Authority. The Site Management Plan, or any subsequent revisions approved pursuant to this Condition, shall be implemented as approved for the duration of the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

## **NOISE**

11. During the operational hours stipulated by Condition 17 of this planning permission cumulative noise emissions related to planning permission 17/5761/EIA (as amended or as may be amended) combined with the development hereby permitted at the nearest sensitive premises in the Railway Terraces Conservation Area shall not exceed existing LA90 background noise levels as measured at 1 metre from the window of any sensitive receptor in accordance with BS4142 (2014); and such cumulative noise emissions at the nearest sensitive premises at Fellows Square shall not exceed 8dB above existing background LA90 as measured at 1 metre from the window of the nearest sensitive receptor. Existing LA90,T levels shall be based on values stated in Table 8.6 in Chapter 8 of the Revised Supplementary Environmental Statement and supporting Appendices 8.3 and 8.4 (Capita, dated December 2017) associated with planning permission 17/5761/EIA (as amended).

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable

Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2011.

12. The 3m high acoustic barrier on the south-eastern and south-western boundaries of the plot illustrated on Drawing No. 12153-WMS-ZZ-XX-DR-C-30401-S8-P17 (Site Layout Plan) shall be erected prior to the commencement of the concrete batching operations and thereafter maintained for the duration of the development in a suitable condition to ensure it continues to be effective for acoustic attenuation purposes.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

13. The Laboratory Unit illustrated on Drawing No's. 12153-WMS-ZZ-XX-DR-C-30401-S8-P17 (Site Layout Plan) and 12153-WMS-ZZ-XX-DR-C-30602-S8-P2 (Laboratory Elevations & Plan) shall not be erected at the site until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the ventilation/extraction plant, including any necessary mitigation measures to reduce these noise impacts to acceptable levels, and that report has been submitted to and approved in writing by the Local Planning Authority. This shall include the following:

- a) The proposed hours of use of the equipment;
- b) The sound pressure levels of the ventilation/ extraction system to be installed in decibels dB(A) at a specified distance from the equipment;
- c) Details of where the equipment will be placed (i.e. within or outside of the building, marked on to a scale map);
- d) Details of silencers to be fitted, and other sound insulation measures to reduce any noise impacts on neighbours including their noise reduction in dB(A); and
- e) Distance away from noise sensitive premises and the nature of these premises (e.g. offices, housing flats or storage).

The report shall include all calculations and baseline data and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations. The measures approved under this Condition shall be implemented in their entirety prior to the commencement of the use/first occupation of Laboratory Unit and retained as such thereafter throughout the duration of the development hereby permitted.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan (2016).

## AIR QUALITY

14. Prior to the commencement of the development hereby permitted Site Specific Air Quality Monitoring, as set out in the Air Quality Assessment (20th May 2021) prepared by Tetra Tech (reference 784-B029204), shall be undertaken 3 months prior to construction of the development, throughout the construction of the development and during the initial 3 months of the operational period of the development and monthly summary reports shall be submitted to the London Borough of Barnet's Scientific Services until such monitoring has ceased.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

15. Prior to the commencement of the development hereby permitted a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Construction Environmental Management Plan shall thereafter be implemented as approved throughout the duration of the construction phase of the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012); to minimise traffic congestion associated with the proposed development in accordance with Policy 6.14 of the London Plan (2016); and to accord with the Mayor's The Control of Dust and Emissions During Construction and Demolition SPG (2014).

16. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the development shall comply with the emission standards set out in Chapter 7 of the GLA's Supplementary Planning Guidance ('SPG') 'Control of Dust and Emissions During Construction and Demolition' (dated July 2014) or subsequent guidance as applicable at that time. Unless it complies with the standards set out in this SPG (or other subsequent guidance), no NRMM shall be on site at any time, whether in use or not, without the prior written consent of the Local Planning Authority. The developer shall keep an up to date list of all NRMM using during the development on the online register at <https://nrmm.london/>.

Reason: In the interests of good air quality in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Council's Sustainable Design and Construction SPD (adopted April 2013); Policies 5.3 and 7.14 of the London Plan (2016); and the Mayor's Control of Dust and Emissions During Construction and Demolition SPG (2014).

## **HOURS OF OPERATION**

17. The development hereby permitted shall only be operated between the following hours:
- a) 7:00am to 7:00pm Mondays to Fridays;
  - b) 7:00am to 2:00pm Saturdays; and
  - c) No working on Sundays or Bank Holidays.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012) and saved Policy C3 of the Unitary Development Plan (2006).

## **HIGHWAYS AND ACCESS**

18. Prior to the commencement the development hereby permitted a Construction Transport Management Plan ('CTMP') shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall include, but not be limited to, the following information:
- a) Details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
  - b) Site preparation and construction stages of the development;
  - c) Details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
  - d) Details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
  - e) Details of contractor's compound and car parking arrangements;
  - f) Details of interim car parking management arrangements for the duration of construction;
  - g) Details of a community liaison contact for the duration of all works associated with the development; and
  - h) Provision of a competent banksman.

The CTMP shall thereafter be implemented as approved throughout the duration of the construction phase of the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012); to minimise traffic congestion associated with the proposed development in accordance with Policy 6.14 of the London Plan (2016); and to accord with the Mayor's The Control of Dust and Emissions During Construction and Demolition SPG (2014).

19. Prior to the commencement of the concrete batching operations, full details of the electric vehicle charging points to be provided as illustrated on Drawing No. 12153-WMS-ZZ-XX-DR-C-30401-S8-P17 (Site Layout Plan), including type of charging unit and specification, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full accordance with the approved details and thereafter be maintained as such throughout the duration of the development.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with Policy 6.13 of the London Plan (2016).

20. The cycle parking facilities as detailed on Drawing No. 12153-WMS-ZZ-XX-DR-C-30401-S8-P17 (Site Layout Plan) shall be installed and available for use prior to the operation of the development hereby permitted. These cycle parking facilities shall thereafter be maintained in a suitable condition for the duration of the development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of bicycles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

21. Within 3 months of occupation of the development hereby permitted a Workplace Travel Plan that meets the requirements of the Transport for London document 'Travel planning for new development in London' and is ATTrBuTE compliant shall be submitted to and approved in writing by the Local Planning Authority. This should include the appointment of a Travel Plan Champion. The Travel plan should be reviewed in accordance with Transport for London's 'standardised approach to monitoring' and implemented as approved throughout the duration of the development.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

22. Vehicular ingress and egress to/from the site shall be via the existing access off the A5 Edgware Road only. Thereafter, HGV traffic travelling between the site and A406 North Circular Road shall only use the A5 Edgware Road and shall not use Dollis Hill Lane, Humber Road or Oxgate Lane or any other residential streets in the area, unless a specific address requires a concrete product delivery.

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.



23. The monthly average number of Heavy Goods Vehicle (HGVs) movements (any vehicle over 3.5 tonnes unladen weight) required in connection with the development hereby permitted shall not exceed 114 per day (57 in, 57 out) (Mondays to Fridays) and shall not exceed 66 per day (33 in, 33 out) on Saturdays. When combined with HGV movements associated with the development approved under planning permission 17/5761/EIA (as amended), the maximum permitted number of Heavy Goods Vehicles (HGVs) movements (any vehicle over 3.5 tonnes unladen weight) utilising the site access off the A5 Edgware Road shall together not exceed 452 per day (226 in and 226 out) Mondays to Fridays and shall not exceed 264 per day (132 in, 132 out) on Saturdays

Reason: To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

24. All HGV vehicles operating in association with the development hereby permitted shall be to Euro VI Standard as a minimum, comply with Transport for London's Direct Vision standard and have at least Silver membership of the Fleet Operators Recognition Scheme (FORS).

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

25. Vehicle traffic speed on site shall be limited to and shall not exceed 10 miles per hour (mph).

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

## **CONTAMINATION**

26. Prior to the installation of any fuel tanks, details relating to the design and capacity of the fuel tanks to be located within the site shall be submitted to and approved in writing by the Local Planning Authority. Fuel tanks to be installed at the site shall thereafter accord with the approved details. All fuels and oils shall be secured within a bunded area and the secondary containment system must provide storage for at least 110% of the tank's maximum capacity.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2016.

## **WATER ENVIRONMENT**

27. Prior to the commencement of the development a Surface Water Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Surface Water Drainage Strategy shall include details of the additional geocellular attenuation tank to be installed, any oil separator(s) which shall be designed and constructed to have a capacity compatible with the area being drained, a rainwater harvesting system, evidence of Thames Water's agreement for discharge to their system at the proposed discharge rates, SuDS construction phasing, and SuDS adoption details. The Surface Water Drainage Strategy shall thereafter be implemented in full as approved and maintained in an appropriate condition throughout the duration of the development.

Reason: To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Local Plan Core Strategy DPD (adopted September 2012), Policies 5.13 and 5.14 of the London Plan (2016), and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753).

28. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: To ensure the provision of adequate infrastructure to accommodate drainage requirements of the development in accordance with Policy CS13 of the Local Plan Core Strategy DPD (adopted September 2012) as the proposed works will be in close proximity to underground strategic water main, utility infrastructure and has the potential to impact on local underground water utility infrastructure.

29. No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved Piling Method Statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

## **INFORMATIVES**

### **Engagement**

1. In accordance with paragraph 38 of the NPPF, the Local Planning Authority (LPA) has taken a positive, proactive and creative approach to development proposals, being focused on finding solutions. The Local Planning Authority has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant has engaged with this prior to the submission of this application. The Local Planning Authority has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

### **Qualified Acoustic Consultant**

2. In respect of Condition 13 of this planning permission, the Applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory noise levels in this location. In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, at the nearest noise sensitive receptors. The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of ventilation requirements associated with this development.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- a) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- b) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;

- c) BS 8223: 2014 – Guidance on sound insulation and noise reduction for buildings: code of practice;
- d) Department of Transport: Calculation of road traffic noise (1988);
- e) Department of Transport: Calculation of railway noise (1995);
- f) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

### **Construction Environmental Management Plan and Construction Transport Management Plan**

3. The submitted Construction Environmental Management Plan and Construction Transport Management Plan shall include, as a minimum and where relevant, details of:
- Site hoarding
  - Wheel washing
  - Dust suppression methods and kit to be used
  - Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
  - For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999. Proof within the contractor's specification that all NRMM will be registered on the local government website
  - Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
  - For major developments only: provide a copy of an asbestos survey for smaller developments confirmation that a survey has been carried out.
  - Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday – Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.

### **Thames Water**

4. 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)