

Registration Date:	29-Jun-2023	Application No:	P/00072/128
Officer:	Martin Cowie	Ward:	
Applicant:	Mr. Martin Butcher, Equinix, Inc.	Application Type:	Major
		13 Week Date:	28 September 2023
Agent:	Mr. Robert Purton, David Lock Associates 50 North Thirteenth Street, Central Milton Keynes, Milton Keynes, MK9 3BP		
Location:	Akzonobel Decorative Paints, Wexham Road, Slough, SL2 5DB		
Proposal:	Planning application for the decontamination of the site, demolish the remaining buildings, undertake ancillary engineering work to stabilise the ground conditions and the delivery of ancillary retaining walls (amended description and details submitted)		

Recommendation: Delegate to the Planning manager for Approval



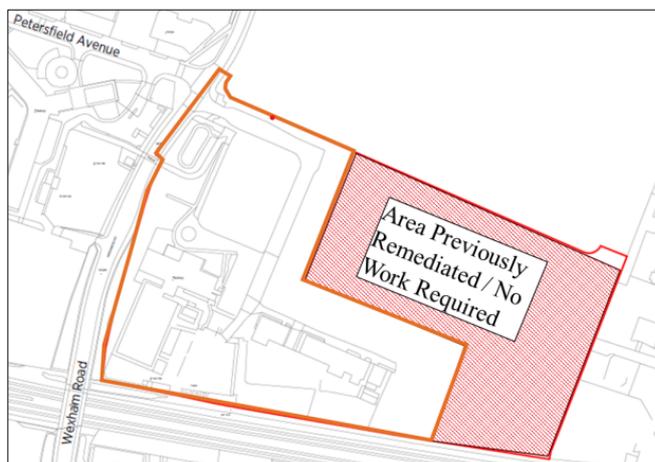
SUMMARY OF RECOMMENDATION

- 1.0 This application has been referred to the Planning Committee for consideration as the application is for a major development (the site area is over 1 hectare).
- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:
- A) For approval subject to finalising conditions, informatives, and any minor changes.

PART A: BACKGROUND

2.0 Proposal

- 2.1 As per the description of development, this application seeks full planning permission for:
- The decontamination of the site, demolish the remaining buildings, undertake ancillary engineering work to stabilise the ground conditions and the delivery of ancillary retaining walls (amended description and details submitted)
- 2.2 These 'enabling' works seeks to prepare the site, formerly in use as the AkzoNobel paint and manufacturing facility for a future commercial redevelopment. Equinix, the owners of the site are currently exploring the delivery of a data centre campus to secure a long-term investment in this location. Any such development proposal would be subject to a Major planning application for detailed consideration, and a decision by the Local Planning Authority. A decision in respect to the current application for site preparatory works, would not however prejudice any future decision in relation to an application for the development and use of the site.
- 2.3 This works application will effectively facilitate the completion of the demolition and decontamination of this remaining part of site following similar works allowed under a Prior Approval application in 2019 (see site plan and site history below).



Site Plan

- 2.4 The proposed works comprise the following key elements:
- Demolition of the existing buildings, structures and hardstanding
 - Completion of the decontamination of the site
 - Levelling and stabilising ground conditions including making safe of underground infrastructure and provision of temporary drainage
 - Construction of ancillary retaining wall adjacent Wexham Road and replacement of existing wall at underpass

- 2.5 A comprehensive set of supporting documentation has been submitted with the application detailing the nature of the proposed works, their impact and associated mitigation measures. The key documents include:

- Topographical Surveys
- Demolition Scope Plan
- Proposed Site Levels and Layout Plan
- Proposed Site Sections
- Proposed Retaining Wall Plan
- Underpass Remedial Works Report
- Phase 1 Desk Study
- Phase II Geo-Environmental Assessment Report
- Remediation Strategy
- Arboricultural Impact Appraisal and Method Statement
- Enabling Works Tree Protection Plan
- Outline Demolition Method Statement
- Preliminary Ecological Appraisal
- Phase 1 Habitat Survey
- Bat Survey Reports and Badger Survey Report
- Preliminary Biodiversity Metric Assessment Technical Note
- Cultural Heritage Desk Based Assessment
- Detailed Unexploded Ordnance Assessment
- Archaeological Written Scheme of Investigation
- Flood Risk Assessment and Drainage Strategy

Demolition works:

- 2.6 The scope of the demolition works on site include the removal of the existing buildings and ground floor slabs and the breaking down of existing foundations and associated road infrastructure. There are six former industrial buildings to be removed, including a single storey fuel store, a 5-storey and a 2-storey office building together with further 2 and 3-storey industrial buildings. The buildings were in use as offices, labs, and manufacturing facilities but have not been occupied as part of the paint and manufacturing use for several years and are currently vacant.
- 2.7 The buildings to be demolished are show in the diagram and photographs below. A Demolition Scope of Works and an outline Demolition Method Statement have been submitted which set out how the buildings and related infrastructure will be demolished and removed and the land reinstated temporarily.



Green buildings are proposed to be demolished. Those highlighted in red are buildings which have already been demolished.



Photographs of buildings to be demolished

Decontamination:

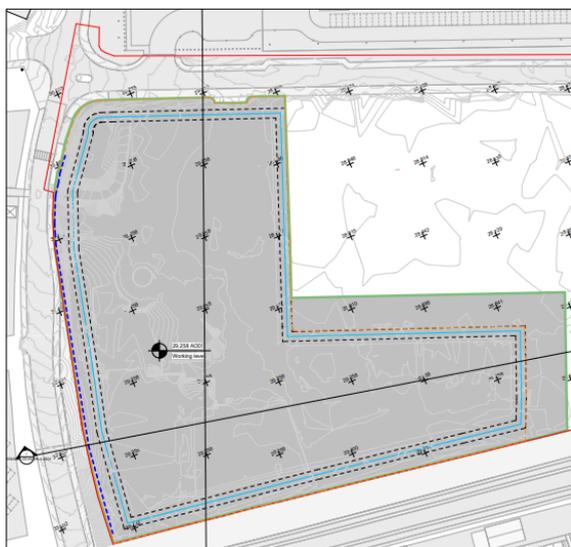
- 2.8 Contamination on part of the wider site has already been appropriately treated. The remaining area of the site, subject of this application will similarly entail the appropriate removal and treatment of contamination as part of the proposed demolition and earthworks.
- 2.9 The application is supported by a Phase 1 Desktop Study, a Phase II Geo-Environmental Assessment Report and a Remediation Strategy. These documents provide information on the previously approved and undertaken decontamination work and align this approach with the scope and need for concluding the remaining site clearance and decontamination.

Levelling and stabilising ground conditions:

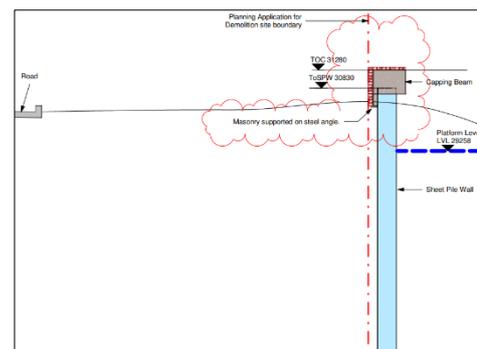
- 2.10 The proposed works will involve the moving, removal, treatment, crushing and levelling of existing ground material and earth. As part of this process underground infrastructure and services and the adjacent railway will be protected, and appropriate drainage provided to ensure that the land is kept in a stable and safe condition in readiness for any future re-purposing and re-development. In addition, it should be noted that any archaeological features present and matters of ecological importance including trees are proposed to be safeguarded.
- 2.11 Prior to the commencement of works, temporary barriers will be installed along the site boundary and maintained for the duration of the construction works.

Retaining wall on western boundary:

- 2.11 In seeking to achieve the appropriate ground levels across the site, which are intended to be lower than existing, a sheet pile retaining wall is proposed along its western boundary adjoining Wexham Road. The wall will accommodate the loadings from the adjacent footpath and highway and consists of driving sheet piles to the required depth along the site boundary with some backfill and constructing a concrete capping beam on top and faced in brickwork to the exposed elevation fronting Wexham Road. Within the site where the ground levels are much lower, the exposed part of the retaining wall would be finished in smooth concrete.
- 2.12 The proposed retaining wall will be 80cm metres at its lowest point and 1.7m metres at its highest point at the site boundary on the Wexham Road side, separated by sloping verge between the footpath and carriageway. The location and detail of the wall is illustrated in the diagrams below.



Wall – dotted purple line on western boundary of site



Section of wall in relation to Wexham Road

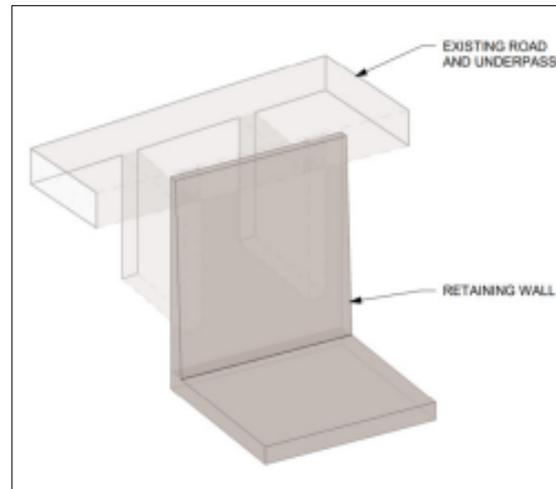
Underpass retaining wall:

- 2.13 As part of the structural solution to negate disruption to Wexham Road, the existing retaining wall located at the underpass in the north-western corner of the site is also proposed to be removed and replaced with a new wall. The proposed works will remain within the site owned by Equinix and will not extend beyond the site

boundary. The location and detail of the proposed wall is shown below.



Location of existing ramped underpass



3D view of the proposed retaining wall

- 2.14 Edge protection will be provided around the underpass with restricted access to the work area as a safety precaution. As the extent of the works will be kept within the site boundaries, the underpass beneath Wexham Road will not be impacted.
- 2.15 It is anticipated that works will commence in January 2024 and be completed by December that year.

3.0 **Application Site**

- 3.1 The application site lies in a long-established industrial area into which more recent commercial uses have been introduced. The site is bounded by Wexham Road to the west, the railway running between Slough and Langley to the south, Uxbridge Road to the east and a new access road, off Wexham Road serving the application site to the north. Directly opposite this access road, two future data centres are currently being constructed for Yondr (see Site History below) on land that was also formerly part of the AkzoNobel paint coating and manufacturing site. AkzoNobel headquarters are located on the opposite side of Wexham Road to the west in a four-storey building accommodating offices and laboratories.
- 3.2 Across the Great Western Railway to the south and at some distance from the site is an area of mainly two-storey traditional houses accessed on Colonial Road, Australia Road, Canada Road, and India Road.

3.3



3.4

Aerial photograph of application site (green shading denotes new access road)

3.5

The site measures approximately 5.1 hectares including the access road referred to above and the area specifically subject to the works as part of this application measures approximately 2.1 hectares. The other, eastern half of the site formed part of a Prior Approval submission for an earlier phase of enabling works involving demolition, de-contamination and other associated activities which have already been carried out.

3.6

The application site currently accommodates six vacant former industrial buildings including a single storey fuel store, a 5-storey and a 2-storey office building together with further 2 and 3-storey industrial building. An underpass and ramp (under Wexham Road) also form part of the application site and some tree by the southern boundary.

It should be noted that to the east of the site is land occupied by the gas supplier Cadent. This formally comprised a storage depot, however it is currently being redeveloped to rationalise Cadent's operations to the north and once completed, the land is expected to become vacant.

3.7

The site is located within a defined Business Area in planning policy terms and represents previously developed land formerly used for General Industrial and Research and Development purposes (Use Class B2).

The application site benefits from an outline planning permission for up to 1,000 dwellings (see Site History below). No reserved matters application however in relation to this consent have come forward.

4.0 **Site History**

4.1 The most relevant planning history for the site is presented below:

P/00072/092 Application for the prior approval for the demolition of established industrial area (and restoration of the site).

Approved with conditions; Informatives – 15 July 2019

[Implemented]

P/00072/096 Outline planning application (to include matter of principal points of access), to be implemented in phases, for mixed use development comprising:

- a) Demolition of existing buildings and structures and preparatory works (including remediation) and access from Wexham Road;
- b) up to 1,000 residential dwellings (Use Class C3); along with flexible commercial uses including all or some of the following use classes A1 (Shops), A2 (Financial and Professional Services), A3 (Food and Drink), D1 (Non-residential Institutions) and D2 (Assembly and Leisure); car parking; new public spaces, landscaping; vehicular and pedestrian access; and
- c) the provision of commercial floorspace including all or some of the following use classes B2 (General Industry), B8 (Storage or Distribution) and sui generis data centre (including ancillary office space and associated plant and infrastructure provision); car parking, landscaping and vehicular and pedestrian access.

(Matters of Scale, Layout, Appearance, and Landscaping to be dealt with by reserved matters).

Approved with Conditions; Informatives – 19 November 2020

[Part Implemented]

P/17377/001 Screening Opinion for - Outline and full details applications for the redevelopment of the former ICI Paint Manufacturing facility for the construction of new commercial and residential floorspace, along with associated parking, new/improved pedestrian and cycle links, means of enclosure, landscape infrastructure and associated engineering operations including retaining structures, earthworks and drainage.

EIA Required – 20 August 2019

Neighbour site to the north:

P/00072/108 Approval of reserved matters following the outline approval reference P/00072/096 dated 19th November 2020 for the mixed use development of land at the former Akzonobel Decorative Paints facility, Wexham Road, Slough SL2 5DB. Reserved matters application for full details of access (internal site arrangements), appearance, layout, scale, and landscaping for the first phase of the approved commercial floorspace, comprising data centre use (including ancillary office space and associated plant and infrastructure provision); car parking, landscaping and vehicular and pedestrian access.

Approved with Conditions; Informatives – 12 October 2021

P/00072/118 Variation of condition 1 (Approved Plans) of planning permission P/00072/108 dated 12/10/2021 to provide minor changes to the layout of the site and appearance of the buildings.

Approved with Conditions; Informatives – 16 December 2022

[Implemented]

5.0 Neighbour Notification

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), a number of site notices were displayed around the site on October 2023 and the application was advertised as a Major application on 11th July 2023 in The Slough Express on 21st July 2023. Following the submission of additional and amended information/plans further site notices were displayed on 10th October 2023 and another press notice published in The Slough Express on 5th October 2023.

5.2 No neighbour representations have been received at the time of writing this report.

6.0 Consultation

6.1 Local Highway Authority:

No objections subject to conditions following submission of additional information.

6.2 Environmental Quality (Noise and Air):

No objections subject to safeguarding conditions covering the submission of a detailed Demolition Environmental Management Plan and Dust Management Plan.

6.3 Environmental Quality (Land Contamination):

Relevant site investigation reports and Remediation Strategy (assessing the extent of contamination and the risks to the proposed development, its users or the wider

environment) acceptable. Condition requiring the submission of a Remediation Validation report recommended.

6.4 Lead Local Flood Authority (Hampshire):

No objections subject to conditions.

6.5 Thames Water:

No objections.

6.6 Environment Agency:

No objections subject to conditions.

6.7 Network Rail

No objections subject to conditions.

6.8 Health and Safety Executive

No objections.

6.9 Cadent

No comments received. Update to be reported at Committee via Amendment Sheet.

6.10 Berkshire Archaeology:

No objections subject to conditions.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework (NPPF) 2023

The relevant chapters within the National Planning Policy Framework are:

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 6: Building a strong, competitive economy

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land
Chapter 12. Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change
Chapter 15: Conserving and enhancing the natural environment
Chapter 16: Conserving and enhancing the historic environment

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 7); or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Footnote 7 notes that the policies referred to are those in the NPPF (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 180) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 67); and areas at risk of flooding or coastal change.

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, (December 2008)

Core Policy 1 – Spatial Strategy
Core Policy 5 – Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
EN6 - Interference with Telecommunication Signals

EN22 - Protection of Sites with Nature Conservation Interest
EN24 - Protection of Watercourses
EN34 - Utility Infrastructure
EMP2 - Criteria for Business Developments
EMP12 - Remaining Existing Business Areas
T2 – Parking Restraint
T8 – Cycle Network and Facilities
T9 - Bus Network and Facilities

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 revised version of the National Planning Policy Framework was published on 5th September 2023.

The relevant Local Development Plan Policies in relation to determining this application are largely considered to be in compliance with the National Planning Policy Framework 2023. Any non-compliance parts are addressed in the planning assessment.

The Proposed Spatial Strategy (Nov 2020)

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This set out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough. The consultation document contained a revised Local Plan Vision which supports the Council's vision for Slough as a place where people want to "work, rest, play and stay."

It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council's position with regards to strategic planning issues. As a result, it is relevant for the consideration of this application (but only very limited weight can be afforded to the specific and strategic guidance therein).

Equality Act

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to

consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals as set out below in this report.

Other relevant documents

- Slough Local Development Framework Proposals Map 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Slough Low Emission Strategy 2018 – 2025

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- Principle of development
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers / uses
- Access, highway safety and parking
- Impact on biodiversity and ecology
- Contaminated land
- Archaeology
- Flood Risk and drainage
- Equalities considerations

8.0 **Principle of Development**

8.1 The site is within a defined Business Area where the development plan seeks to retain employment generating uses. This application for 'enabling' works seeks to prepare the site, formerly in industrial use and currently redundant, for a future commercial and employment generating redevelopment. Equinix, the owners of the site are currently exploring the delivery of a data centre campus to secure a long-term investment in this location. The proposed works will effectively facilitate the completion of the demolition and decontamination of this remaining part of site following similar works allowed under a Prior Approval application in 2019.

8.2 As indicated previously in the report, any such future development proposal would be subject to a Major planning application for detailed consideration, and a decision by the Local Planning Authority. A decision in respect to the current application for site preparatory works, would not however prejudice any future decision in relation to an application for the development and use of the site for appropriate employment generating purposes.

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

9.1 Policies EN1 and EMP2 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy require development to be of a high standard of design which

respects, is compatible with and/or improves and the character and appearance of the surrounding area. Chapter 12 of the National Planning Policy Framework states “the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”.

- 9.2 The application proposes enabling works to complete the preparation of the site for redevelopment. They involve the removal of a number of old industrial buildings, of no particular architectural merit, ground works to level the site and the construction of retaining walls. Apart from the existing buildings, the site which has already been partly cleared, comprises bare ground, hardstanding and scrub/grassland. There are a number of scattered trees of low quality outside the western and southern boundaries of the site. The surrounding land is subject to redevelopment with a large data centre currently under construction immediately to the north.
- 9.3 In its present state, the site has a negative impact on the character and appearance of the area and in seeking to facilitate its redevelopment, the application is considered to represent a positive step towards enhancing the townscape and environmental quality of the local area longer-term.
- 9.4 Aside from the demolition and clearance works, the most notable change is the proposed retaining wall along the western boundary of the site adjacent Wexham Road. The wall is necessary to safeguard the stability of the land in this location and whilst it would stretch along most of the western boundary, it will not appear prominently given its height (varying in height from 80cm to 1.7 on the site boundary fronting Wexham Road), brick faced treatment, partial set back from Wexham Road and the urban character of the surrounding area. Given the site level changes, some temporary hoarding will be required on top of the boundary wall which will be secured by the hoarding licence procedure (this falls outside of the planning remit). While this will not be good design in terms of visual amenity, it would only be for a temporary period. A more suitable structure to replace the hoarding will be required as part of the future redevelopment of the site.
- 9.5 The existing site contains limited vegetation, with the notable exceptions of several scattered trees within its boundary and two small groups of trees just outside along its southern perimeter by the railway line. All the trees are of low quality and those along the southern boundary will be protected as stated in the Arboricultural Impact Appraisal and Method Statement and Enabling Works Tree Protection Plan. In landscape terms therefore, it is not considered that the proposed works will adversely affect the character and appearance of the area.
- 9.6 It is noted that a number of mature trees which lined the western boundary have been removed. These provided some landscape value in the Wexham Road streetscene. Given the nature of this enabling application it would not be reasonable to secure replacement tree planting at this stage and would be required when a planning application is submitted to best locate trees and landscaping for the longevity of the redevelopment of the site.
- 9.7 Based on the above, the proposal is therefore considered to comply with the relevant

requirements of Core Policy 8 of The Core Strategy, Policies EN1 and EMP2 of The Local Plan for Slough, and the requirements of the National Planning Policy Framework.

10.0 **Impact on amenity of neighbouring occupiers / uses**

10.1 Paragraph 130f of the National Planning Policy Framework requires planning decisions to ensure developments create places with a high standard of amenity for existing and future users. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EMP2.

10.2 The site is in an established industrial area which is currently undergoing partial redevelopment. The wider area is residential in character accommodating with the nearest housing to the south of the site opposite the Great Western Railway line. It should be noted that the housing in this location is mainly orientated east to west so do not have a direct view cross to the site.

10.3 The application is accompanied by a range of supporting documents outlining how the enabling works will be undertaken and highlighting potential impacts in respect to local environmental amenity and measures detailing how these will be addressed. These documents include an Outline Demolition Method Statement and Demolition Scope Plan covering matters in relation to hours of working, health and safety, security, noise and dust mitigation, construction and delivery vehicle routing, wheel cleansing, access and parking, and waste management including contaminated material. The approach set out seeks to minimise the impacts of the works on neighbouring amenity and the local environment.

10.4 Working hours be limited to weekdays only from 08:00 to 18:00 hours as stated in the outline Demolition Method Statement and all associated construction related traffic will abide by these hours unless otherwise agreed with the Council.

10.5 The Council's Environmental Services Officers have reviewed the application and confirmed that based on the information submitted and subject to detailed safeguarding conditions, the proposed works are acceptable in principle and that any issues arising can be managed and addressed to minimise impact on neighbouring amenity.

10.6 Based on the above, the proposal is therefore considered to comply with the relevant requirements of Core Policy 8 of The Core Strategy, Policies EN1 and EMP2 of The Local Plan for Slough, and the requirements of the National Planning Policy Framework.

11.0 **Access, highway Safety and parking**

11.1 The National Planning Policy Framework states that development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should

be cost effectively mitigated to an acceptable degree. This is reflected in Core Policy 7. Paragraph 111 of the National Planning Policy Framework 2023 states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

- 11.2 Pedestrian, cycle and vehicular access to the site is from Wexham Road to the west and via the new road along its northern boundary. The site benefits from good road connectivity with the M4 providing easy access to the M25 and M40. As was the case with the implementation of enabling work on the eastern part of the site, during the course of the site will be accessed via a main access gate with all vehicular traffic taken from the access road to the north via Wexham Road. Pedestrian and cycle access will also be via the main gate to the north and will be separated from the vehicle access to ensure safety of all users. In order to maintain highway and site safety there will be clear signage to all access points for the duration of the work.
- 11.3 An indicative routing management plan for construction traffic has been prepared which seeks to ensure that vehicles use only the main roads, avoid residential streets and the Air Quality Monitoring Areas where possible. The preferred routing of vehicles as set out in the outline Demolition Method Statement submitted with the applications avoids traffic turning right into Wexham Road to mitigate impact on neighbouring residential areas. Considering the daily excavation rate and assumed re-use of material, from both the excavation and demolition works, it is estimated that an average of approximately 10 HGVs will be expected daily. These vehicles will be expected during construction hours only as previously indicated.
- 11.4 Due to the nature of the site and space available, car parking will be provided on site. It is envisaged that the car park will be located to the western elevation of the site (near the entry gate) within the site accommodation area as shown in the outline Demolition Method Statement. This will be secured by condition.
- 11.5 It is assumed that approximately 50% of the workforce (including managers) will access the site by a private car and will require a parking space. With an estimated peak workforce of 40, and some additional allowance for visitors and site buses, 25 parking bays have been estimated. The applicant will implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing). Site employees and visitors will be encouraged to shift from travel by private car to active and sustainable modes of transport. It is also envisaged that the contractor will provide a site bus to bring teams from the depot.
- 11.6 The Councils Transport Officers have reviewed the application and raise no objections subject to safeguarding conditions. Based on the above, it is considered that the proposal would accord with Core Policy 7 of the Core Strategy Local Plan Policies T2 and T8, and the requirements of the National Planning Policy Framework.

12.0 **Biodiversity and ecology**

- 12.1 The application is supported by a Preliminary Ecological Appraisal which details the surveys that have been carried out at the site to establish the presence, if any, of protected species. Following, preliminary roost assessments in January it was established that there was a low-risk potential that buildings B1, B2 and B3 could support bats. Therefore, Bat Hibernation Surveys in February and emergence surveys in May were carried out. No evidence of bats using the buildings was found. The application is also supported by a Biodiversity Metric Assessment Technical Note which has established the baseline biodiversity of the site habitat in line with the Biodiversity Metric 4.0.
- 12.3 A badger survey has also been carried out on the site and along the southern boundary and no evidence of badgers have been found within the site. In addition, a Badger walk over survey was carried out on railway embankment land on the 15th May 2023 to confirm whether badgers may be using the land along the railway embankment which will likely fall within 30 metres of the enabling works. The walk over survey found no signs of badgers, however, as part of the embankment could not be accessed due to being overgrown the conclusions of the survey have advised that works within 30m of the area not accessed should proceed on a precautionary basis and include a working method statement to minimise risk to any potential setts.
- 12.4 The application is also supported by a Biodiversity Metric Assessment Technical Note which has established the baseline biodiversity of the site habitat in line with the Biodiversity Metric 4.0. This additionally details opportunities to achieve Biodiversity Net Gain of at least 10% through habitat creation and will be further explored and confirmed as part of any redevelopment proposal brought forward.
- 12.5 A Habitat Survey has also been submitted more recently to supplement the previously submitted Preliminary Ecological Appraisal. This was undertaken in optimum survey conditions and confirms that there are no adverse impacts on species or habitats of importance.
- 12.6 An Arboricultural Impact Appraisal and Method Statement accompanying the application identifies existing trees on site and off site on adjoining boundaries and outlines how these will be protected during the demolition and construction works, in line with standard practice and guidance.
- 13.0 **Contaminated Land**
- 13.1 Paragraphs 183 and 184 of the National Planning Policy Framework require a site to be suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This is reflected in Core Policy 8 of the Core Strategy.
- 13.2 The site has been directly contaminated due to past industrial operations. This has been partly addressed with the completion of the enabling works on the eastern half on the site.

- 13.3 The application is supported by a Phase 1 Desk Top Study and a Remediation Strategy. These documents provide information on the previously approved and undertaken decontamination work and align this approach with the scope and need for concluding the remaining site clearance and decontamination.
- 13.4 The Council's Environmental Services (Contamination) Officer has reviewed the application and has raised no objections to the approach proposed subject to a safeguarding condition. The Environment Agency have also confirmed that they have no objections subject to conditions.
- 13.3 Based on the above, it is considered that the proposal would accord with Core Strategy Local Plan Policy 8 and the requirements of the National Planning Policy Framework.
- 14.0 **Flood Risk and Drainage**
- 14.1 Paragraph 167c of the National Planning Policy Framework requires the incorporation of sustainable drainage systems unless there is clear evidence that this would be inappropriate. This is also required by Paragraph 169 of the National Planning Policy Framework for all major developments. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner. The proposed drainage system has been assessed by the Lead Local Flood Authority, and after requesting further information in relation to the above ground water tanks and Thames Water agreement, have approved the proposed drainage strategy.
- 14.2 A Flood Risk Assessment and Drainage Strategy has been submitted with the application confirms that the site is within Flood Risk 1 area (low probability of flooding). It has been agreed on the eastern half of the site the removal of the retained hard surfacing and buildings will provide drainage betterment.
- 14.3 Following demolition of the existing buildings, hard surfacing and remediation, the proposed site levels will be laid out creating a permeable site. The proportional strategy previously adopted by the Council for the other part of the site is extrapolated to the remainder of the site subject to this works application. A full drainage strategy will be designed when any proposals for the redevelopment are brought forward.
- 14.4 The Council's Flood Risk Officer has reviewed the application and has raised no objections subject to conditions. The application has also been reviewed by the Environment Agency which has raised no objection subject to conditions which have been included below.
- 14.5 Based on the above, the proposal would not increase flood risk elsewhere outside of the application site, and the flood risk and drainage issues would comply with Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework.

15.0 **Archaeology**

15.1 A Cultural Heritage Assessment and Written Scheme of Investigation for a geoarchaeological watching brief and trial trench evaluation have been prepared to support the application and identify any artifacts whilst the enabling works are being undertaken.

15.2 The application has been reviewed in part by Berkshire Archaeology on behalf of the Local Planning Authority and no objection has been raised subject to a condition requiring further investigative works.

16.0 **Equalities considerations**

16.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (e.g.: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

16.2 It is considered that there will be temporary (but limited) adverse impacts upon all individuals, with protected characteristics, whilst the proposed works are taking place, by virtue of their nature. It is also considered that noise and dust from the demolition and construction have the potential to cause nuisances to people sensitive to noise or dust. However, conditions are imposed to mitigate such impacts and measures under other legislation covering environmental health will be exercised as and when required.

16.3 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

17.0 **Conclusion**

17.1 This enabling works application will facilitate the completion of the demolition and decontamination work for this part of the former AkzoNobel paint coating and manufacturing site.

- 17.2 The application has been evaluated against the Development Plan and the NPPF and the Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.” The report identifies that the proposal, subject to addressing the issues set out in the delegation to Planning Manager would comply with all of the relevant policies in the current Development Plan and the relevant parts of the NPPF. The proposal would comply with Development Plan as whole. The application is therefore recommended for to be delegated to the Planning Manager for approval in accordance with the recommendation set out below.

PART C: RECOMMENDATION

18.0 **Recommendation**

- 18.1 Having considered the relevant policies set out above, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to finalising conditions, informatives, and any minor changes.

19.0 **PART D: CONDITIONS**

Time Limit

1. The development hereby permitted 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.

Approved Plans

2. The development hereby approved shall be implemented only in accordance with the following plans and information hereby approved by the Local Planning Authority.
 - a) Site Location Plan 22058-BWT-ZZ-XX-DR-A-2000 Rev. P01
 - b) Existing Site Sections 22058-BWT-ZZ-XX-DR-A-2002 Rev. P01
 - c) Proposed Site Sections 22058-BWT-ZZ-XX-DR-A-2202 Rev. P03
 - d) Existing Topographical Survey Sheet 1 of 3 22058-BWT-ZZ-XX-DR-X-0001 Rev. P01
 - e) Existing Topographical Survey Sheet 2 of 3 22058-BWT-ZZ-XX-DR-X-0002 Rev. P01
 - f) Existing Topographical Survey Sheet 3 of 3 22058-BWT-ZZ-XX-DR-

- X-0003 Rev. P01
- g) Demolition Scope Plan 22058-BWT-ZZ-XX-DR-A-2210 Rev. P02
 - h) Proposed Site Levels and Layout Plan 22058-BWT-ZZ-XX-DR-A-2211
 - i) Sheet Pile Retaining Wall Structural Report 22058-BWT-ZZ-XX-RP-S-0006 P05
 - j) Proposed Retaining Wall GA 22058-BWT-ZZ-XX-SK-S-5006 P04
 - k) Proposed Retaining Wall Elevation and Sections 22058-BWT-ZZ-XX-SK-S-5007 P05, 5014 P01 Proposed Retaining Wall – Elevation facing Wexham Road; 5010 P03 Neighbouring boundaries layout; 5011 P03 Neighbouring Cross section (Railway bridge); 5012 P02; Neighbouring Cross section (mid point along boundary); 5013 P02 Neighbour Cross section (North by pedestrian crossing)
 - l) Enabling Works Tree Protection Plan 22058-BWT-ZZ-XX-DR-X-0005 Rev. P014
 - m) Existing Building Elevation Record 22058-BWT-ZZ-ZZ-RP-Z-0001 Rev. P03
 - n) Demolition Scope of Works 22058-BWT-GN-ZZ-SP-S0001 Rev. P08
 - o) Underpass Remedial Works Report 22058-BWT-ZZ-XX-RP-S-0005 Rev. P02
 - p) Proposed Remediation Sequence at Underpass Ramp Plan 22058-BWT-ZZ-XX-SK S-5001 Rev. P02
 - q) Proposed Retaining Wall at Underpass Ramp 22058-BWT-ZZ-XX-SK-S-5002-P02
 - r) Phase 1 Desk Study 22058-BWT-ZZ-XX-RP-X-0002 Rev. P04
 - s) Interim Remediation Strategy 22058-BWT-ZZ-XX-RP-X-0003 Rev. P02
 - t) Remediation Strategy 22058-BWT-ZZ-RP-X-0012 Rev. P02
 - u) Arboricultural Impact Appraisal and Method Statement (Enabling Works)
prepared by Barrel Tree Consultancy 22058-BWT-ZZ-XX-ROP-X-0006 Rev.P01)
 - v) Manual for Managing Trees on Development Sites 22058-BWT-ZZ-XX-RP-X-0007 Rev. P01
 - w) Demolition Method Statement – including appendix A, B, C and D prepared by ARUP 274921-RP-PM-AKZO-012 Rev. 012
 - x) Preliminary Ecological Appraisal – Equinix Slough Dated 14 Feb 2023 Phase 1 Habitat Survey Dated 24 August 2023
 - y) Preliminary Appraisal Bat Hibernation Survey Report – Equinix Slough Dated 29 March 2023
 - z) Bat Emergence Survey Document – Equinix Slough Dated 19 May 2023
 - aa) Badger Survey Letter Report – Equinix Slough Dated 25 May 2023
 - bb) Preliminary Biodiversity Metric Assessment Technical Note Dated 24 May 2023
 - cc) Cultural Heritage Desk Based Assessment Dated 1 June 2023
 - dd) Detailed Unexploded Ordnance (UXO) Threat & Risk Assessment V.1 Dated 16 June 2023

- ee) Written Scheme of Investigation for geoarchaeological watching brief and trial trench evaluation 09 August 2023 (submitted by email on 29 August)
- ff) Phase II Geo-Environmental Assessment Report Addendum submitted on 1 August 2023 22058-BWT-ZZ-XX-RP-X-0011 P01 (in 4 parts) submitted by email on the 21 July and 1 August 2023
- gg) Flood Risk Assessment and Drainage Strategy 22058-BWT-C1-XX-RP-C-4001 P03 Part 1 to Part 10 (inclusive)
- hh) Proposed Cut and Fill Plan Overview 22058-BWT-C1-00-DR-C-4410 P04

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 and to comply with the Policies in the Development Plan.

Demolition and Construction Environment Management Plan

2. No demolition or construction shall commence on site until a Demolition And Construction Environment Management Plan to control the environmental effects of demolition and construction has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include the provision to be made to accommodate:
 - i) All site operatives and visitors
 - ii) Construction vehicles which meet a minimum Euro 6/VI Standard
 - iii) Site management of construction traffic and access/haul routes and controlled hours of delivering including;
 - Specification of haul route(s) and of any temporary signage to be provided to identify the route and promote its safe use.
 - Loading and unloading of material.
 - Identification of the routing strategy and procedures for the notification and conveyance of any abnormal or indivisible load authorised by the Highways Agency pursuant to the Road Vehicles (Authorisation of Special Types) (General) Order 2003.
 - Wheel washing facilities and arrangements for removal of mud from public highway.
 - Storage of plant and materials to be used.
 - details of how all temporary external lighting will not result in unacceptable neighbour amenity impacts or ecological impacts.
 - construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site.
 - iv) Measures to be taken in relation to protecting ecology including trees.
 - v) Measures to be taken in relation to the canal to ensure the protection water quality and biodiversity of the waterway, as well as protection of its users.

- vi) Non-road mobile machinery (NRMM) used on site is required to meet Stage IV of EU directive 97/68/EC as a minimum. Machines with constant speed engines (such as generators) are required to meet Stage V of EU directive 97/68/EC.
- vii) The Plan shall also include details of:
 - (i) control of noise, including monitoring against trigger levels
 - (ii) control of dust, including monitoring against trigger levels

The Plan shall thereafter be implemented as approved before development begins and throughout the duration of the demolition and construction works period.

REASON: In the interest of minimising danger and inconvenience to highway users/residents and in the interests of air quality in accordance with Core Policy 7 and 8 of the Adopted Local Development Framework, Core Strategy 2006 - 2026, and the requirements of the National Planning Policy Framework 2023.

Dust Management Plan

3. No demolition shall commence on site until a Dust Management Plan to control dust emissions during the demolition phase has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of dust control measures and monitoring, which aligns with IAQM 'Guidance on the assessment of dust from demolition and construction'.

The Plan shall thereafter be implemented as approved before development begins and throughout the duration of the demolition works period.

REASON: In the interest of danger and inconvenience to highway users/residents and in the interests of air quality in accordance with Core Policy 7 and 8 of the Adopted Local Development Framework, Core Strategy 2006 - 2026, and the requirements of the National Planning Policy Framework 2023.

Remediation Validation

4. No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Akzo Nobel DC – Remediation Strategy, Ref. no. 2731-A2S-XX-XX-RP-Y-0005-02, dated August 2023, and prepared by A-squared Studio Ltd shall be occupied until a full final Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority.

The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Remediation

Strategy above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation that all such measures have been implemented by a competent installer and then verified by a qualified independent third party/Building Control Regulator.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2023.

Drainage

5. Before any above ground works commence a detailed design of surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development should be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:
 - i) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations which will include a 10% allowance for urban creep.
 - ii) Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.
 - iii) Detailed scheme for the ownership and scheduled maintenance for every element of the surface water drainage system.
 - iv) Confirmation of site-specific soil conditions to confirm or exclude use of infiltration solutions.

REASON: To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site and to ensure the future maintenance of drainage systems associated with the development.

6. No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. The scheme should include:
 - i) Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body

- has agreed to such adoption.
- ii) A maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.
- iii) A site plan including access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site.
- iv) Details of expected design life of all assets with a schedule of when replacement assets may be required.

REASON: To ensure the future maintenance of drainage systems associated with the development.

7. No occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment & Sustainable Drainage Strategy, ref P/00071/128 FLOOD RISK ASSESSMENT AND DRAINAGE STRATEGY has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority. The report shall include:

- i) How any departure from the agreed design is in keeping with the approved principles.
- ii) Any As-Built Drawings and accompanying photos.
- iii) Results of any Performance testing undertaken as a part of the application process (if required / necessary)
- iv) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
- v) CCTV confirmation that the surface water drainage system is free from defects, damage, and foreign objects.
- vi) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place.

REASON: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

Environment Agency

8. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

REASON: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of

water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 174 of the National Planning Policy Framework.

9. Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

REASON: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.

10. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework.

11. Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed re-development, does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement N of the 'The Environment Agency's approach to groundwater protection'. Piling using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways.

12. A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

REASON: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 174 of the National Planning Policy Framework and Position Statement A of 'The Environment Agency's approach to groundwater protection'.

Network Rail

13. Prior to the construction of the Wrexham Road retaining wall (as shown on drawings 22058-BWT-ZZ-XX-SK-S-5006 P03 and 22058-BWT-ZZ-XX-SK-S-5007 P04), a detailed design and method statement indicating the piling details shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in all respects in accordance with the approved details.

REASON: To safeguard adjoining railway infrastructure.

Archaeology

14. A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. The WSI shall include an assessment of significance and research questions; and:

- i) The programme and methodology of site investigation and recording.
- ii) The programme for post investigation assessment.
- iii) Provision to be made for analysis of the site investigation and recording.
- iv) Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- v) Provision to be made for archive deposition of the analysis and records of the site investigation.
- vi) Nomination of a competent person or persons/organisation to undertake the works set out within the WSI.

B) The Development shall take place in accordance with the WSI approved under condition A).

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the WSI approved under condition A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

REASON: The site lies in an area of archaeological potential, particularly for,

but not limited to, Prehistoric and Medieval remains. The potential impacts of the development can be mitigated through a programme of archaeological work. This is in accordance with national and local plan policy.

Construction plant noise

15. Prior to the commencement of any construction works, full details of construction plant noise levels and proposed mitigation consistent with the noise criteria from BS5228 shall be submitted to and approved in writing by the Local Planning Authority. The construction phase shall be carried out in full accordance with these details.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework 2023.

Retaining wall

16. Prior to the erection of the retaining wall along Wexham Road, details of its construction, design and brickwork finish shall be submitted to and approved in writing by the Local Planning Authority. The retaining wall shall then be completed in full accordance with the approved details.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EMP2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2023.

Informatives:

1. As the proposed development is within the Consultation Distance of a major hazard pipeline you should consider contacting the pipeline operator before deciding the case. There are two particular reasons for this:
 - The operator may have a legal interest (easement, wayleave etc.) in the vicinity of the pipeline. This may restrict certain developments within a certain proximity of the pipeline;
 - The standards to which the pipeline is designed and operated may restrict occupied buildings or major traffic routes within certain proximity of the pipeline. Consequently, there may be a need for the operator to modify the pipeline, or its operation, if the development proceeds.

HSE's website provides advice on a wide range of topics, including the fire and explosion risks associated with flammable substances – see About dangerous substances - Fire and explosion (hse.gov.uk) and Storage of flammable liquids in tanks HSG176 (hse.gov.uk).

The employer will be subject to the requirements of the Health and Safety at Work etc Act 1974 (HSWA) and associated legislation, including The Dangerous Substances And Explosives Atmospheres Regulations 2002 – see The Dangerous Substances and Explosive Atmospheres Regulations 2002 - Fire and explosion (hse.gov.uk).

Under sections 2 and 3 of the HSWA, an operator must conduct the undertaking in such a way as to ensure that, so far as is reasonably practicable, employees and other persons, including people living nearby, are not thereby exposed to risks to their health or safety.

2. The applicant is advised to contact Network Rail Asset Protection (assetprotectionwestern@networkrail.co.uk) when details relating to condition 13 are provided.