



THE TOWN AND COUNTRY PLANNING ACT 1990 (as Amended)

SECTION 78 APPEAL STATEMENT

APPENDICES

Condition 32

Unit 10, Land at Headley Road East, Woodley, RG5 4SN

Appellant: Goya Developments

LPA: Wokingham Borough Council

LPA Refs: 250823, APP/X0360/W/22/3306963

Date: October 2025

PRC Ref: 11359

Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



1. Appeal Decision Notice APP/X0360/W/22/3306963



Appeal Decision

Site visit made on 1 November 2023

by Paul Thompson DipTRP MAUD MRTPI

an Inspector appointed by the Secretary of State

Decision date: 22nd December 2023

Appeal Ref: APP/X0360/W/22/3306963

Land at, Headley Road East, Woodley RG5 4SN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by HE2 Reading 1 GP Limited against the decision of Wokingham Borough Council.
 - The application Ref 213106, dated 13 September 2021, was refused by notice dated 10 June 2022.
 - The development proposed is demolition of existing buildings and redevelopment of the site for commercial development for flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, and landscape planting.
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Decision

1. The appeal is allowed and planning permission is granted for erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings, at Land at, Headley Road East, Woodley RG5 4SN, in accordance with the terms of the application, Ref 213106, dated 13 September 2021, subject to the attached schedule of conditions.

Procedural Matters

2. Despite the description of development set out in the banner heading, I consider that contained on the Decision Notice and the Appeal Form better reflect the scheme before me and that which the Council considered. I have omitted superfluous information and dealt with the appeal scheme comprising 'erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings'.
3. I have had regard to the National Planning Policy Framework, as revised on 19 December 2023 (the Framework). The revisions to the Framework do not alter the policies upon which this appeal turns, so I have not engaged further with the main parties regarding these, and they are not prejudiced by this.
4. While the Decision Notice does not refer to conflict with the development plan, responses from interested parties to the application and appeal refer to such policies. I have therefore had regard to the development plan, as far as it is relevant to the main issue and other matters relevant to the appeal.

5. The appeal is supported by a Section 106 legal agreement (S106) to secure an Employment Skills Plan and monitoring of implementation of travel planning.

Main Issue

6. The main issue is the effect of the proposed development on the significance of the buildings within the site, which are a non-designated heritage asset.

Reasons

Significance

7. The definition of heritage assets, as set out in the Framework, includes buildings, sites, and places as having a degree of significance meriting consideration in planning decisions, because of their heritage interest. This includes designated heritage assets and non-designated heritage assets (NDHAs) identified by Councils. The national planning practice guidance¹ indicates they may identify NDHAs through the determination of planning applications. An application was made to Historic England to list the subject buildings and, while it declined to formally list them, the same information was used by the Council to recognise the buildings as being a NDHA.
8. The site and buildings were formerly part of the Woodley Aerodrome, where Phillips and Powis Aircraft Ltd promoted aeronautics and aerial navigation from and established manufacturing. Later, the buildings were associated with manufacturing and maintenance under Miles Aircraft, including the Hawk, the Hawk Trainer II and the 500 Miles Master 1. Growth and expansion of the site led to the construction of headquarters in 1939 in the northwest corner of the site, adjacent to Headley Road East. Designed in the moderne style by Guy Morgan, the architect of FG Miles' Grade II listed home² Lands End House, it is prominent in views from that street.
9. Amy Johnson, the first female pilot to fly solo from London to Australia, and Douglas Bader, a famous World War II fighter pilot, flew at the Aerodrome, but it is unclear what connection they may have had with the appeal buildings.
10. During World War II, the aerodrome was used by the Royal Air Force for training of pilots including by using Miles' aircraft, and manufacture and repair of Spitfire. Commercial production returned, as Miles Aircraft sought to develop the first supersonic plane, the Miles M52. The government cancelled it before it was completed, but it is unclear to what extent it was developed in the subject buildings. Following Miles Aircraft's demise in the late 1940s production was taken up by Handley Page, ultimately ceasing in 1962. The buildings have since been altered and used for different engineering purposes, including production of prefabricated 'Airoh' houses which helped mitigate the Britain's post-war housing shortage; the first plain paper office photocopier, the 'Copycat'; and mass production of the first Biro pen.
11. Phillips and Powis Ltd and their association with FG Miles undoubtedly contributed to the development of British aviation, and the site contributed to war efforts. While the offices and manufacturing sheds in the site remain, the aerodrome and other buildings have been redeveloped, primarily for housing,

¹ Paragraph: 040 Reference, ID: 18a-040-20190723, Revision date: 23 07 2019.

² List Entry Number: 1319129.

and the aviation use of the buildings concluded some time ago. This has eroded much of the original historic context of the site.

12. The headquarters building contained administrative and technical offices with workshops at the rear. It is symmetrical with a taller three-storey central entrance bay flanked by two-storey wings of five bays, one of which projects out in front of the central bay. All elements are with flat, oversailing roofs, and there are curved ends where the wings meet the central bay. The multipaned metal windows above the entrance appear original, as do those at first floor of the west wing. The ground floor incorporates a half-and-half split of solid and glass squares framed by fin-like piers that define each bay and support the oversailing first floor. The solid parts are likely glass covered up. Where visible, the return and rear elevations incorporate some of this detailing but appear more functional.
13. Externally, a modern glazed entrance has been formed in the central bay and some of the windows replaced to the first-floor east wing. Internally, at the time of my site visit, although much of the historic floor plan appeared to remain intact there were limited historic features remaining within the building, including a safe and some panelling of board rooms and balustrading on stairs. However, the majority that remain appear simple.
14. Overall, the building is modest with architectural detailing primarily reserved for the sculptural effects of the fins and the horizontal emphasis created by windows and oversailing eaves. Its internal and external appearance and character has also been diminished with a series of alterations. Despite historic connections to the site and Guy Morgan, the building only survives as a reminder of the former business operations that once dominated a greater area of land encapsulating the Aerodrome. It is also simpler in architectural detailing than Lands End House and de Havilland HQ, to which I have been referred.
15. There are two manufacturing sheds that remain, these being a large L-shaped building attached to the headquarters building by another office building; and a smaller detached building southeast of it. The former originally consisted of machine and fitting shops, so is arranged in two parts, the larger parallel with the headquarters building. All are constructed of a steel frame structure and howe-type roof trusses, with external walling and corrugated metal roofing. The roof structures also include openings for north lights. The hanger-type roller doors to the south elevation of the smaller building provide evidence of the relationship between the building and the airfield. However, the connection with the Aerodrome has been lost through its redevelopment and few features remain of machinery or fabric associated with aircraft manufacture.
16. Although the sheds are undoubtedly of local interest, the absence of key historic indicators means they now only serve to evidence the approach to the design of similar buildings around the time of their construction. The buildings are of typical mid-20th century industrial form and significantly altered inside and out, including through extensions, and blocking of windows and doors. Hence, they are of limited architectural and historic interest.
17. I acknowledge the presence of the Museum of Berkshire Aviation off 'Mohawk Way', other road names such as 'Perimeter Road', and further elements of wartime history nearby, including pillboxes. However, the Museum is distant from the site and has no obvious visual or physical connection with it.

18. In light of all of the above, while I have no reason to dispute the local historic, architectural, and cultural importance of the buildings and their status as a NDHA, I consider them to only be of limited significance.

Effect of the Proposal

19. There has previously been no recognition of the importance of buildings associated with the former Woodley Aerodrome and land and buildings have been lost. The appeal buildings are therefore the remnants of the Aerodrome and provide a physical reminder of its former role and importance as a significant employer in the locality. The proposal would result in total and irreversible loss of the buildings as a NDHA, which heightens the effect of this.
20. For these reasons, I conclude that the proposed development, through total loss of the buildings within the site, would have a harmful effect on their significance as a NDHA. Hence, there would be conflict with the heritage aims of Core Strategy³ Policy CP3 and Local Plan⁴ Policy TB26. I have not found against Local Plan Policy TB24, as this relates to designated heritage assets.
21. The Council also identified conflict with Framework Section 16, and paragraph 209 of the current version is of most relevance. This requires that in weighing applications that directly or indirectly affect NDHAs, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. I undertake this exercise in the Planning Balance but, having regard to these factors and the evidence before me, loss of buildings of limited significance carries no more than moderate weight against the proposal.

Other Matters

Living Conditions

22. I cannot be certain of the controls in place for other nearby developments in situ, including in Viscount Way, but the appellant's Noise Impact Assessment (NIA) is reasonable and proportionate and based on a worst-case scenario for noise breakout. The proposal would also remove incidental use of land south of Viscount Way by other businesses. Subject to planning conditions, there is no reason to expect that noise from the scheme, including overnight, would be harmful to nearby residents, especially in the context of the site's capability to accommodate an employment use. Furthermore, noise during construction would be temporary and there would be measures controlled through a management plan to address the implications of this for neighbouring occupiers. The proposal would therefore accord with Local Plan Policy CC06.
23. The proposal would result in buildings of greater height in some locations within the site and buildings would be located where they do not presently exist. However, in general terms, its layout and the intervening distances achieved between the proposed units and existing homes adjacent would ensure there would not be an unacceptably harmful effect on the outlook from or daylight or sunlight experienced within these properties. I note the Council arrived at a similar conclusion. Hence, the proposal would not conflict with Core Strategy Policy CP3 in this regard.

³ Wokingham Borough Local Development Framework, Adopted Core Strategy Development Plan Document, Adopted January 2010.

⁴ Woking Borough Development Plan, Adopted Managing Development Delivery Local Plan, Adopted February 2014.

24. The evidence before me indicates the proposal is likely to lead to negligible increases in both NO₂ concentrations and particulate concentrations at existing sensitive receptors, but there would be no exceedances of the Council's air quality objectives. As such, this would not be a reason to resist the proposal and there would not be conflict with Core Strategy Policy CP3 in this regard.
25. I appreciate there may be crime and antisocial behaviour in the vicinity of the site, but there is no substantive evidence before me to suggest this is directly associated with it, or that the proposal would exacerbate this. Conversely, one would expect more activity within the site to positive impact upon this and boundaries adjoining neighbouring properties would continue to be secure.

Highway Capacity, Safety and Parking

26. Capacity and safety within the local road network are of great concern to interested parties, but evidence before me indicates traffic generated from the development is likely to be lower than what one could expect from a fully operational use in existing buildings. Hence, the proposal would not have a harmful effect on the highway network, particularly at peak periods. The use of directional signage to focus traffic movements to the site via Headley Road East would also ensure access via Viscount Way is not prioritised and, thereby, avoid unnecessary HGV traffic and implications associated with it. However, there are no measures that could resolve antisocial issues resulting from poor or inconsiderate driving. The quality of roads in the vicinity of the site is also concerning to residents, but this is a challenge nationally and would not be a reason to resist the development, particularly considering my finding in relation to capacity. The proposal would therefore accord with Core Strategy Policy CP6.
27. While existing management issues with parking associated with businesses in Viscount Way are outside the scope of the proposal, the approach to parking for the development is reasonable and proportionate having regard to the nature and scale of the units, including for HGV trailers. The proportion of B2 uses would also be restricted to ensure parking remains commensurate and accords with Local Plan Policy CC07.

Ecology and Biodiversity

28. The effects of lighting from the proposal to bat activity south and east of the site can be appropriately mitigated to ensure they are not harmed; and the buildings would incorporate enhancement through bat boxes. Birds that utilise trees and buildings within the site would also be protected by working at appropriate times of the year. There is no substantive evidence before me to suggest other species would be harmed by the proposal, including disturbance of badgers, but the Construction Environment Management Plan would ensure further checks are made with construction work. Introduction of landscaping east of the site, may also improve habitat for this species. As such, there would not be conflict with Core Strategy Policy CP7 and Local Plan Policy CC03.

Need for the Proposal and Other Uses

29. Interested parties have indicated there are other new employment buildings empty within the local area. However, there is no substantive evidence before me to explain the reasons for this or the effect of this to the proposal. I have also not been referred to any development plan policies that require the need for employment development in Core Employment Areas (CEA) to be justified.

Furthermore, while I have been referred to the site's suitability for alternative uses, including housing and infrastructure for existing homes, the site is within a CEA and the proposal would continue to provide employment generating uses in accordance with Core Strategy Policy CP15.

Character and Appearance

30. The proposed buildings would be acceptable in design terms in the context of the established character and appearance of employment uses in the CEA, the proposal would therefore accord with NR1 of the Borough Design Guide⁵.

Planning Balance

31. The development plan for the area includes the Local Plan and Core Strategy. While these both predate the current Framework, it is clear that existing policies should not be considered out-of-date simply because they were adopted or made prior to its publication. Due weight should be given to their policies according to their consistency with the Framework.
32. Despite the absence of a reference to the balanced judgement required by the Framework for NDHAs, Local Plan Policy TB26 is generally consistent with the heritage aims of the Framework. Core Strategy Policy CP3 is also generally consistent with the Framework regarding its aim to achieve well-designed places. I therefore afford considerable weight to the conflict of the proposal with these policies in respect of the total and irreversible loss of the NDHA.
33. Subject to planning conditions, the proposal would accord with relevant Core Strategy and Local Plan policies and SPDs regarding need, living conditions, crime and antisocial behaviour, ecology, character and appearance, and highway capacity, safety, and parking. These matters would therefore neither weigh in favour nor against the appeal scheme.

Benefits of the Scheme

Heritage

34. The proposed demolition would include a building recording in accordance with Historic England guidance, thereby enabling their understanding and significance to be documented. Nevertheless, in the context of Framework paragraph 211, I am conscious that historic recording should not be a factor in deciding whether the loss of significance of the NDHA should be permitted.
35. It is also proposed to provide historical information of the site's buildings and wider former Aerodrome through a scheme of interpretive boards, suitable locations for which could no doubt be agreed within publicly accessible areas. Nevertheless, given the nature and extent of these provisions, I am only able to afford this limited weight as a heritage benefit.

Economic and Social

36. There would be a direct benefit to the local economy through permanent jobs of persons employed within the development, which the appellant estimates to be an uplift of around 70-281 jobs. Although the end users are unknown and the extent of employment cannot be secured by planning condition, this is the only available estimate and could lead to many new jobs being created. There

⁵ Wokingham Borough Council – Borough Design Guide – Supplementary Planning Document, June 2012.

would also be shorter-term employment benefits through the demolition and construction phases.

37. The appeal is supported by a Section 106 Agreement (S106) that would secure a financial contribution of £52,500 toward improving employment skills and opportunities. Together with a travel plan monitoring fee secured through the S106, these provisions are supported by Local Plan Policy TB12, for securing Employment Skills Plans, and another Council SPD⁶. These also meet all the tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (CIL Regulations) and the Framework. The obligations are directly related to the development because they would provide investment in employment skills and address sustainable travel from the site. They are also reasonable in scale and kind and informed by the latest evidence.
38. The proposal would provide an uplift in employment floorspace of around 2722m². While this is not a significant increase in floorspace, it would lead to a wider range of unit sizes (980-2980m²) that would help to meet the borough's employment needs, including by providing flexibility and choice within the market and stimulating investment therein. There would also be likely to be benefits to future occupiers from the layout and design of the buildings which would be purpose-built for modern requirements.
39. A scheme may be devised to retain buildings within the site, particularly the headquarters building, which could improve the appearance of the site and buildings while providing an uplift in floor space. However, such a scheme is not before me and it is the appellant's position that the buildings are in a poor state of repair and would require substantial investment to bring up to modern occupational standards, including insulation, lighting, energy use, and working facilities. Even then, it is uncertain that the buildings would be reoccupied.
40. Accordingly, these would all constitute benefits in social and economic terms and, given the magnitude of the proposal, would be afforded moderate weight.

Environmental

41. I am referred by the Council to the environmental impacts of demolition of the buildings within the site, yet I am not directed to any requirement in any of the development plan policies discussed in the evidence that necessitate such considerations. However, there are commitments within the proposal that would ensure compliance with Local Plan Policies CC04 and CC05 regarding BREEAM certification and reduction in carbon emissions, that can be secured by conditions. Moreover, there would be fundamental differences between the environmental performance of buildings proposed and in situ, which would be more attractive to future occupiers. There is no substantive alternative evidence before me, including from the Council, that would lead me to doubt these points. Nevertheless, as this would be a policy requirement of the development plan, I only afford this environmental benefit moderate weight.
42. Having regard to other considerations, the proposal offers an opportunity to introduce greater controls over noise, air, and light pollution, that could be reasonably expected from the use of the site, including from HGVs. It would also meet the aims of the Framework to make efficient use of land, including through its design. These constitute moderate environmental benefits.

⁶ Wokingham Borough Local Development Framework - Sustainable Design and Construction Supplementary Planning Document, adopted 28 May 2010.

43. Planting, including through that proposed to the Headley Road East frontage, and biodiversity enhancements would constitute limited environmental benefits of the proposal, due to its nature and extent and overall contribution to the layout of the scheme.
44. The measures proposed either through conditions or transport planning would ensure there are improvements to parking and access arrangements and encouragement of use of sustainable modes of transportation, including electric vehicles. However, this would be a limited environmental benefit of the scheme as travel would still be likely by other means and similar benefits could be achieved with conversion of the buildings.
45. The design of the development would be appropriate to the context of existing nearby employment uses, but this would neither weigh in favour nor against the appeal scheme.

Conclusion to the Balance

46. As part of the balanced judgement required by Framework paragraph 209, collectively there would be numerous benefits of moderate and limited weight associated with the appeal scheme that would outweigh the harm that would be caused by the total and irreversible loss of a NDHA of limited significance.
47. Accordingly, the moderate and limited benefits of the proposal are balanced against the moderate weight of its conflict with the development plan regarding loss of the NDHA. When assessed against the policies in the Framework, taken as a whole, this leads me to an overall conclusion that material considerations indicate the decision should be taken otherwise than in accordance with the development plan. This would therefore justify the grant of planning permission for the appeal.

Conditions

48. I have considered the Council's suggested conditions and, where appropriate, amended their wording to maintain consistent phrasing for the timing of the conditions and reordered them in line with the Planning Practice Guidance⁷ (PPG). I have also removed tailpieces that circumvent the statutory route to vary conditions or deprive interested parties of the opportunity to comment.
49. In the interests of clarity, I have specified the approved plans. For the reasons outlined above, it is necessary for a building recording to be undertaken prior to demolition and interpretive historic information boards to be placed on the site before new buildings are occupied.
50. I have split the Council's contaminated land condition into separate parts to enable simpler compliance. These conditions are necessary to ensure potential risks to human health are mitigated.
51. In the interests of highway safety and living conditions, and ecology, separate management plans are necessary to reduce the impacts of construction, but I have omitted the separate condition referring to construction parking and manoeuvres to include in the construction management plan. To minimise use of Viscount Way for access and limit disruption to nearby homes, a scheme of highway signage is necessary to direct traffic accordingly. Full details of the

⁷ Paragraph: 024 Reference ID: 21a-024-20140306

construction of roads and footways and accesses with visibility splays would also be necessary to ensure a functional, accessible, and safe development. Prior to the stopping up of existing accesses and reinstatement of footways and crossings, it is necessary in the interests of highway safety for these works to be agreed. For similar reasons, details of vehicle parking and turning spaces and covered bicycle storage or parking facilities are needed prior to occupation.

52. I have amended the proposed condition which referred to the extent of general industrial floorspace, to require the details of any buildings to be used for that purpose to be submitted to the Council for approval prior to their occupation, but retained the clause that this should not exceed more than 35% of the floorspace of the development. This is based on the extent of parking to be provided and the requirement for general industrial uses meaning there could be insufficient parking on exceedance of this figure, to the detriment of nearby occupiers and road users. Agreement of alternatives by condition or through the Parking Management Plan (PMP) would not be appropriate for reasons explained in the first paragraph of this section. A replacement PMP prior to occupation is therefore necessary to serve the development.
53. A scheme of materials of construction, and tree protection are both necessary in the interests of the appearance and ecology of the development. A further condition relevant to the permission is required to ensure trees shown to be removed are not during the bird breeding season.
54. In the interests of the appearance and ecology of the development and living conditions and highway safety of nearby occupiers and road users, it is necessary to secure details prior to occupation of biodiversity enhancements, landscape management, and implementation of the approved scheme of landscaping and proposed lighting and boundary treatments.
55. I have altered the condition for achieving a BREEAM 'Very Good' rating for new buildings to include a mechanism requiring verification of its compliance to ensure they perform as stated in the application. A further condition is also necessary to ensure construction in accordance with the measures set out in the appellant's Energy Strategy. Details of Electric Vehicle Charging points and full travel plans for each building are also necessary in the interests of the accessibility of the proposed development.
56. The NIA assumes that doors will be closed during internal activities. To avoid any ambiguity, I have amended the Council's condition regarding doors and windows of the buildings, to be more precise to ensure these are kept closed when the buildings are in use and no noise generating activities take place when deliveries are made overnight. A condition is also necessary to ensure no deliveries take place at such times for units 9 and 10 given their proximity to homes. A condition is also necessary to remove 'permitted development rights' for new windows at first-floor or above in the east elevation of units 1 to 5 and the west elevation of unit 10.
57. I have altered the condition for NIA compliance, as the Council's Environmental Health Officer recommendation was to secure implementation of an acoustic barrier. This provides clarity to reasoning for noise management plans for each unit. In the interests of the living conditions of nearby occupiers, I have also specified the working hours for construction.

58. A further condition is required securing compliance with details and measures outlined in the assessments and reports that address the flooding and drainage mitigation for the development.

Conclusion

59. The proposed development would be contrary to the development plan, when considered as a whole. Despite this, the material considerations I have set out, including the Framework, indicate that the appeal should be determined other than in accordance with it. Accordingly, for the reasons given, I conclude that the appeal should be allowed.

Paul Thompson

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved drawings: PL100, PL103 Rev C, PL104, PL105, PL106, PL110 Rev A, PL111, PL112, PL113, PL114, PL120 Rev A, PL121, PL122, PL123 Rev A, PL124 Rev A, PL130, PL131, PL132, PL133, PL150 Rev D, PL151 Rev D, PL152 Rev D, PL153 Rev D, PL157, PL158 and PL159 Rev A.
- 3) No development shall take place, including any works of demolition and/or stripping out any buildings on the site, until a building recording document has been submitted to and approved in writing by the local planning authority, as satisfactorily documenting the buildings on site. This should also be deposited with Berkshire Archaeology's Historic Environment Record Officer. This shall be completed to, as a minimum, 'Recording Level 2' as set out in the Historic England guidance document 'Understanding Historic Buildings: A Guide to Good Recording Practise' (May 2016)'.
- 4) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The Statement shall provide for:
 - the parking and turning of vehicles of site operatives and visitors;
 - loading and unloading of plant and materials;
 - storage of plant and materials used in constructing the development;
 - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - wheel washing facilities;
 - measures to control the emission of dust and dirt during construction;
 - a scheme for recycling/disposing of waste resulting from demolition and construction works.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

- 5) No development shall take place, including demolition and site clearance, until a Construction Environmental Management Plan (CEMP) to control the environmental effects of the demolition and construction work has been submitted to and approved in writing by the local planning authority. The CEMP shall include measures for:
- the control of dust, odour, and other effluvia;
 - the control of noise (including noise from any piling and permitted working hours);
 - the control of pests and other vermin (particularly during site clearance);
 - the control of surface water run-off)- The control of noise from delivery vehicles, and times when deliveries are accepted and when materials can be removed from the site; and
 - mitigation of any impact of construction upon protected species on or near the site.
- Construction of the development hereby permitted shall not be carried out unless in accordance with the approved CEMP.
- 6) No development shall commence until an assessment of the risks posed by any contamination shall have been submitted to and approved in writing by the local planning authority. This assessment must be undertaken by a suitably qualified contaminated land practitioner, in accordance with British Standard BS 10175: Investigation of potentially contaminated sites - Code of Practice and the Environment Agency's Model Procedures for the Management of Land Contamination (CLR 11) (or equivalent British Standard and Model Procedures if replaced), and shall assess any contamination on the site, whether or not it originates on the site. The assessment shall include:
- a survey of the extent, scale and nature of contamination;
 - the potential risks to human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;
 - adjoining land;
 - ground waters and surface waters;
 - ecological systems; and
 - archaeological sites and ancient monuments.
- 7) No development shall take place where, following the risk assessment in Condition 6, land affected by contamination is found which poses risks identified as unacceptable in the risk assessment, until a detailed remediation scheme shall have been submitted to and approved in writing by the local planning authority. The scheme shall include an appraisal of remediation options, identification of the preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. The remediation scheme shall be sufficiently detailed and thorough to ensure that upon completion the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to its intended use. The approved remediation scheme shall be carried out and, upon completion, a verification report by a suitably qualified contaminated land practitioner shall be submitted to and approved in writing by the local planning authority before the development, or relevant phase thereof, is occupied.

- 8) No development, except in relation to demolition and ground works, shall take place until full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage, internal visibility splays and lighting have been submitted to and approved in writing by the local planning authority. The roads and footways shall only be constructed in accordance with the approved details to road base level prior to the first occupation of any of the buildings within the development hereby permitted and the final wearing course shall be provided within 3 months of occupation unless otherwise stated in a timetable submitted with the details.
- 9) No development, except in relation to demolition and ground works, shall take place until details of the proposed vehicular accesses on to Headley Road East and Viscount Way have been submitted to and approved in writing by the local planning authority. The details shall include visibility splays of 2.4m by 43m shall. The access shall be formed as so approved, and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The accesses shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.
- 10) No development, except in relation to demolition and ground works, shall take place until details of a scheme for all highway signage (internal and external of the site) have been submitted to and approved in writing by the local planning authority. The signage shall direct traffic to the development to use the main point of access from Headley Road East. The approved scheme of signage shall be implemented prior to the first occupation of any of the buildings within the development hereby permitted and retained for the lifetime of the development.
- 11) No development, except in relation to demolition and ground works, shall take place until samples and details of the materials to be used in the construction of the external surfaces of the buildings have first been submitted to and approved in writing by the local planning authority. Development shall only be carried out in accordance with the approved samples and details.
- 12) No operations shall commence on site in connection with development hereby permitted (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until tree protection works have been implemented fully in accordance with the details set out in the Arboricultural Impact Assessment (AIA), by SJ Stephens Associates and dated 3rd March 2022. No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the AIA. The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site.

- 13) Within one month of the completion of the new access(es), the existing vehicular access(es) to the site shall be stopped up and abandoned, and the footway and/or verge crossings re-instated in accordance with detail of works that shall first be submitted to and approved in writing by the local planning authority. The works shall only be undertaken in accordance with the approved details and thereafter maintained.
- 14) Prior to the first occupation of any of the buildings within the development hereby permitted, details of any such building to be used for a general industrial use shall be submitted to the local planning authority. The total amount of floorspace for general industrial uses shall not exceed 35 percent of the total floorspace contained within the site (as identified on the approved plans).
- 15) Prior to the first occupation of any of the buildings within the development hereby permitted, details shall be submitted to the local planning authority which demonstrate it has achieved BREEAM level 'Very Good' in accordance with the requirements of BREEAM [or such national measure of sustainability for non-residential design that replaces that scheme] and shall be maintained as such thereafter.
- 16) Prior to the first occupation of any of the buildings within the development hereby permitted, details of the proposed vehicle parking and turning spaces, and secure and covered bicycle storage / parking facilities for the occupants and visitors to the development shall be submitted to and approved in writing by the local planning authority. The vehicle parking, turning spaces, and secure and covered bicycle storage or parking facilities shall only be implemented in accordance with the approved details and thereafter retained for those purposes and no other.
- 17) Prior to the first occupation of any of the buildings within the development hereby permitted, notwithstanding the existing Parking Management Plan document submitted with the planning application, a Parking Management Strategy (PMS) shall be submitted to and approved in writing by the local planning authority. The PMS shall include details of the management of all parking spaces, monitoring of all parking including local residential streets and the monitoring and the delivery of additional electric vehicle charging spaces when required. The PMS shall thereafter only be implemented as approved and remain in place for the lifetime of the development.
- 18) Prior to the first occupation of any of the buildings within the development hereby permitted, details for Electric Vehicle Charging points serving the development shall be submitted to and approved in writing by the local planning authority. The points shall only be implemented in accordance with the approved details prior to the first occupation of any of the buildings and thereafter retained.
- 19) Prior to the first occupation of any of the buildings within the development hereby permitted, unless otherwise approved in accordance with a timetable which has first been submitted to and approved in writing by the local planning authority, all hard and soft landscape works shall be

carried out in accordance with the details shown on the approved drawings. Any trees or plants which, within a period of five years after planting, are removed, die, or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

- 20) Prior to the first occupation of any of the buildings within the development hereby permitted, further to Condition 19, a landscape management plan shall be submitted to and approved in writing by the local planning authority. This shall include long term design objectives, management responsibilities, timescales, and maintenance schedules for all landscape areas. The landscape management plan shall be implemented as approved.
- 21) Prior to first occupation of any of the buildings within the development hereby permitted, further details of the proposed biodiversity enhancements outlined in the Preliminary Ecological Appraisal, by Middlemarch Environmental and dated April 2021, shall be submitted to and approved in writing by the local planning authority. The details shall include, but not be limited to, details of ecological permeability; and a minimum of 12 bird or bat boxes, bricks or tiles built into the new buildings. The biodiversity enhancements shall thereafter be installed as approved and thereafter maintained.
- 22) Prior to first occupation of any of the buildings within the development hereby permitted, an external lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details to mitigate external lighting impact upon wildlife, living conditions and highway safety, and contain:
- a layout plan with beam orientation, location, height, type, hours of operation, direction of light sources and intensity of illumination;
 - a schedule of equipment;
 - measures to avoid glare; and
 - an isolux contour map showing light spillage to 1 lux (including lux level predictions beyond the site boundary)
- The lighting for the development shall only be implemented in accordance with the approved scheme and thereafter maintained.
- 23) Prior to first occupation of any of the buildings within the development hereby permitted, a noise management plan for each individual unit shall be submitted to and approved in writing by the local planning authority. The approved noise management plans shall thereafter be implemented as approved thereafter, at all times that the buildings are occupied.
- 24) Prior to first occupation of any of the buildings within the development hereby permitted, the acoustic barrier shall be installed and maintained in accordance with the details outlined in the Noise Impact Assessment (A4199/N/0003), by Accon UK and dated 1 December 2021, and thereafter retained.

- 25) Notwithstanding the requirements of Condition 24, prior to first occupation of any of the buildings within the development hereby permitted, details of all other boundary treatment(s) shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of any of the buildings to which they relate or phased as set out in any approved details. The scheme shall be maintained in the approved form thereafter.
- 26) Prior to first occupation of any of the buildings within the development hereby permitted, details of interpretive heritage information boards to be installed within the site shall be submitted to and approved in writing by the local planning authority. The details shall include the type of board, location and information contained within the boards. The approved boards shall be fully installed prior to the first occupation and maintained thereafter.
- 27) Within 6 months of the first occupation of any of the buildings within the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be fully implemented, maintained, and reviewed as so approved.
- 28) All trees, hedges and shrubs or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.
- 29) Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development, or relevant phase thereof, is resumed or continued.
- 30) Demolition or construction works shall take place only between 0800hrs and 1800hrs, Monday to Friday, 0800hrs to 1300hrs on Saturdays, and shall not take place at any time on Sundays or on Bank or Public Holidays.
- 31) Further to Condition 2 and except where indicated in others, the development hereby permitted shall only be carried out in accordance with the details and measures outlined in the following documents and where shown on the approved drawings:
- the Energy Strategy Report (Issue 1), by Shepherd Brombley Partnership and dated 30 July 2021; and

- the Flood Risk Assessment and Outline Drainage Strategy Report (R01), by Baynham Meikle Partnership Limited and dated September 2021.

The development shall thereafter be maintained in accordance with the details and measures contained within the assessments or reports.

- 32) No deliveries shall be accepted or dispatched from Units 9 and 10 between 2300hrs and 0700hrs the following day.
- 33) Further to Condition 23, during occupation of the development hereby permitted, doors and windows of each building shall be kept closed when it is in use and all noise generating activities shall cease when doors are opened to accept or dispatch deliveries during the hours of 2300hrs and 0700hrs.
- 34) Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first-floor level or above in the eastern elevation of units 1 - 5 and the western elevation of unit 10 hereby permitted except for any which may be shown on the approved drawing(s).

END OF SCHEDULE

Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



2. WBC Decision Notice 250823



TOWN AND COUNTRY PLANNING ACTS

TOWN AND COUNTRY PLANNING (ENGLAND) 1990

Mr Chris Malone
PRC Architecture & Planning Ltd
Warren Yard
Warren Park
Milton Keynes
MK12 5NW

NOTIFICATION OF APPROVAL OF PLANNING PERMISSION

Application Number: 250823
Applicant Name: HE2 Reading 1 GP Limited
Site Address: Land at Headley Road East, Woodley, RG5 4SN
Proposal: Application to vary condition 32 of planning consent 213106 (granted at appeal, ref: APP/X0360/W/22/3306963), as varied by Section 73 of Town and Country Planning Act 1990 (as amended) planning permission 242532, for the proposed erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings. Condition 32 refers to the timing of deliveries at units 9 and 10 and the proposal is to vary the condition to lift the restriction in respect of Unit 9 only.
Date of Decision: 9 May 2025

Wokingham Borough Council in pursuance of its powers under the above Acts and Regulations hereby **grants permission** for the above development to be carried out as stated in the application and the accompanying plans submitted to the Council subject to compliance with the following conditions, the reasons for which are specified hereunder.

Conditions and/or Reasons

3) [Condition 3 is removed]

16) [Condition 16 now reads]

The development hereby permitted shall not be carried out other than in accordance with Drawing no. WD_10-101 Rev.C3, Document titled 'Apollo Cycle Shelter BXMW/AP', Broxap Limited and Document titled 'Apollo Two Tier Cycle Shelter BXMW/AP/TWO-TIER', Broxap Limited approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 16 (application reference 243164) on 27 February 2025. The vehicle parking, turning

spaces, and secure and covered bicycle storage or parking facilities shall only be implemented in accordance with the approved details and thereafter retained for those purposes and no other.

18) [Condition 18 now reads]

The development hereby permitted shall not be carried out other than in accordance with Document titled 'Solo 3 – 7kW (Freestanding Mount) Enabling Works Requirements', podPoint, ref: PP-D-Com-FC-047-2, Document titled 'Twin – 7kW (External Environment) Enabling Works Requirements', podPoint, ref: PP-D-Com-FX-031-8, Document titled 'EV Charger Installation Base' and Drawing no. WD_10-101 Rev.C3 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 18 (application reference 243164) on 27 February 2025. The electric vehicle charging points shall only be implemented in accordance with the approved details prior to the first occupation of any of the buildings and thereafter retained.

22) [Condition 22 now reads]

The development hereby permitted shall not be carried out other than with accordance with Drawing no. P115-3056-02 CR Final, Holophane Europe Limited and Drawing no. WD_10-101 Rev.C3 plans numbered 11359_PL_150-153 Rev F approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 22 (application reference 243164) on 27 February 2025. The lighting for the development shall only be implemented in accordance with the approved scheme prior to first occupation of development and thereafter maintained.

23) [Condition 23 now reads]

Prior to the first occupation of any of the Units 1-8 and 10, a noise management plan for that unit shall first be submitted to and approved in writing by the Local Planning Authority.

The noise management plan submitted for unit 9 reference Operational Noise Management Plan - Unit 9 A5395 dated 2025.03.10, incorporating drawing reference Double Leaf Gate Detail 025074-02 Rev -, is hereby approved.

Each of the approved noise management plans shall thereafter be implemented at all times that the respective buildings are in operation.

24) [Condition 24 now reads]

The acoustic barrier shall be installed in accordance with Technical data/specification document titled 'Soundwall Tongued & Grooved Panels on Timber Posts', Charles Ransford & Son, ref: STGTP1/3 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 24 (application reference 242800) on 20 December 2024 prior to the first occupation of development hereby permitted, and retained and maintained thereafter for the lifetime of development

25) [Condition 25 now reads]

The development hereby permitted shall not be carried out other than with accordance

with Drawing No. 025074-01 Rev.2, Fastline Steel Services Ltd, Document titled 'Fastmesh-868-B', Fastline Steel Services Ltd and Drawing no. WD_10-101 Rev.C3 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 25 (application reference 243164) on 27 February 2025. The lighting scheme for the development shall only be implemented in accordance with the approved scheme prior to first occupation of development and thereafter maintained.

Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the local planning authority; this shall include contamination that may be found in the event that the concrete cradle identified in the southern part of the Site is broken out and removed, as recommended in the Letter dated 10 May 2024 prepared by TRC Companies Limited approved by the Local Planning Authority pursuant to an application for the approval of details secured under Conditions 6 and 11 (application reference 241921) on 27 June 2024. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development, or relevant phase thereof, is resumed or continued.

26) [Condition 26 now reads]

No part of buildings within the development hereby permitted shall be brought into use until the interpretive heritage information boards have been installed in accordance with drawings numbered 11359_WD_10-111 Rev. C02, 11359_PL_103 Rev. H and 47385 Rev. 4 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 26 (application reference 250306) on 2 May 2025. The interpretive heritage information boards shall be maintained thereafter.

32) [Condition 32 now reads]

No deliveries shall be accepted or dispatched from Unit 10 between 2300hrs and 0700hrs the following day.

All other conditions of planning permission 213106 (as varied by s73 planning permission 242532) apply to this planning permission, viz:

1. [Deleted].

2. The development hereby permitted shall be carried out in accordance with the following approved drawings: PL100, PL103 Rev C, PL104, PL105, PL106, PL110 Rev A, PL111, PL112, PL113, PL114, PL120 Rev A, PL121, PL122, PL123 Rev A, PL124 Rev A, PL130, PL131, PL132, PL133, PL150 Rev D, PL151 Rev D, PL152 Rev D, PL153 Rev D, PL157, PL158 and PL159 Rev A.

3. See above.

4. No development shall take place, including any works of demolition, other than in

accordance with the following drawings and reports:

- Report titled 'Health and Safety Construction Traffic Management Plan', Collard, Ref: 3306963; and
- Drawing titled 'Traffic Management Plan', no. LOG 00, 29/11/2023; and
- Report titled 'Health and Safety Construction Environmental Management Plan (CEMP)', Collard, Ref: 3306963, 08/12/2023; and • Report titled 'Headley Road – Demolition of Structures.' Rev. 003, Ref: C7998-MS-Headley Road-003, Collard, 24/01/2024

approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 4 (application reference 240014) on 28 March 2024; and

- Construction Management Plan, mcsgroup approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 5 (application reference 241657) on 23 August 2024.

The approved drawings and reports shall be adhered to throughout the construction period for the development.

5. No development shall take place, including demolition and site clearance, other than in accordance with the following reports titled:

- o 'Health and Safety Construction Environmental Management Plan (CEMP)', Collard, Ref: 3306963, 08/12/2023 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 5 (application reference 240014) on 28 March 2024; and
- o Construction Management Plan, mcsgroup approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 5 (application reference 241657) on 23 August 2024.

6. [Deleted]

7. [Deleted]

8. No development, except in relation to demolition and ground works, shall be carried out other than in accordance with the drawing titled 'Road & Footway Design Details' no. 13085-SK100 Rev P1 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 8 (application reference 240629) on 27 June 2024. The roads and footways shall only be constructed in accordance with the approved details to road base level prior to the first occupation of any of the buildings within the development hereby permitted and the final wearing course shall be provided within 3 months of occupation unless otherwise agreed in writing by the Local Planning Authority.

9. No development, except in relation to demolition and ground works, shall be carried out other than in accordance with drawing titled 'Vehicular Access Details' no. 13085-SK101 Rev P1 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 9 (application reference 240629) on 27 June 2024. The access on to Headley Road East and Viscount Way shall be formed as so approved, and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The accesses shall be retained in accordance with the approved details and used for no

other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

10. No development, except in relation to demolition and ground works, shall be carried out other than in accordance with drawing titled 'Highway Signage Details' no. 13085-SK102 Rev P3 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 10 (application reference 240629) on 27 June 2024. The approved scheme of signage shall be implemented prior to the first occupation of any of the buildings within the development hereby permitted and retained for the lifetime of the development.

11. No development, except in relation to demolition and ground works, shall be carried out other than in accordance with plans numbered 11359_PL_108 Rev - and 11359_PL_109 Rev - approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 11 (application reference 240497) on 17 March 2024.

12. No operations shall commence on site in connection with development hereby permitted (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until tree protection works have been implemented fully in accordance with the details set out in the Arboricultural Impact Assessment (AIA), by SJ Stephens Associates and dated 3rd March 2022. No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the AIA. The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise (other than as outlined in the Arboricultural Consultant Site Visit report dated 3 May 2024 prepared by SJ Stephens Associates and submitted to the Local Planning Authority under application reference 240601), until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site.

13. Within one month of the completion of the new access(es), the existing vehicular access(es) to the site shall be stopped up and abandoned, and the footway and/or verge crossings re-instated in accordance with detail of works that shall first be submitted to and approved in writing by the local planning authority. The works shall only be undertaken in accordance with the approved details and thereafter maintained.

14. Prior to the first occupation of any of the buildings within the development hereby permitted, details of any such building to be used for a general industrial use shall be submitted to the local planning authority. The total amount of floorspace for general industrial uses shall not exceed 35 percent of the total floorspace contained within the site (as identified on the approved plans).

15. Within six months of the first occupation of any of the buildings within the development hereby permitted, details shall be submitted to the local planning authority which demonstrate it has achieved BREEAM level 'Very Good' in accordance with the requirements of BREEAM [or such national measure of sustainability for non- residential design that replaces that scheme] and shall be maintained as such thereafter.

16. See above.

17. Prior to the first occupation of any of the buildings within the development hereby permitted, notwithstanding the existing Parking Management Plan document submitted with the planning application, a Parking Management Strategy (PMS) shall be submitted to and approved in writing by the local planning authority. The PMS shall include details of the management of all parking spaces, monitoring of all parking including local residential streets and the monitoring and the delivery of additional electric vehicle charging spaces when required. The PMS shall thereafter only be implemented as approved and remain in place for the lifetime of the development.

18. See above.

19. Prior to the first occupation of any of the buildings within the development hereby permitted, unless otherwise approved in accordance with a timetable which has first been submitted to and approved in writing by the local planning authority, all hard and soft landscape works shall be carried out in accordance with the details shown on the approved drawings. Any trees or plants which, within a period of five years after planting, are removed, die, or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

20. Prior to the first occupation of any of the buildings within the development hereby permitted, further to Condition 19, a landscape management plan shall be submitted to and approved in writing by the local planning authority. This shall include long term design objectives, management responsibilities, timescales, and maintenance schedules for all landscape areas. The landscape management plan shall be implemented as approved.

21. The development hereby permitted shall not be carried out other than with accordance with plans numbered 11359_PL_150-153 Rev F approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 21 (application reference 240277) on 10 May 2024. The biodiversity enhancements shall thereafter be installed as approved and thereafter maintained.

22. See above.

23. See above.

24. See above.

25. See above.

26. See above.

27. Within 6 months of the first occupation of any of the buildings within the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be fully implemented, maintained, and reviewed as so approved.

28. All trees, hedges and shrubs or similar vegetation where birds may nest which are

to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

29. Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the local planning authority; this shall include contamination that may be found in the event that the concrete cradle identified in the southern part of the Site is broken out and removed, as recommended in the Letter dated 10 May 2024 prepared by TRC Companies Limited approved by the Local Planning Authority pursuant to an application for the approval of details secured under Conditions 6 and 11 (application reference 241921) on 27 June 2024. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development, or relevant phase thereof, is resumed or continued.

30. Demolition or construction works shall take place only between 0800hrs and 1800hrs, Monday to Friday, 0800hrs to 1300hrs on Saturdays, and shall not take place at any time on Sundays or on Bank or Public Holidays.

31. Further to Condition 2 and except where indicated in others, the development hereby permitted shall only be carried out in accordance with the details and measures outlined in the following documents and where shown on the approved drawings:

- the Energy Strategy Report (Issue 1), by Shepherd Brombley Partnership and dated 30 July 2021; and
- the Flood Risk Assessment and Outline Drainage Strategy Report (R01), by Baynham Meikle Partnership Limited and dated September 2021.

The development shall thereafter be maintained in accordance with the details and measures contained within the assessments or reports

32. See above.

33. Further to Condition 23, during occupation of the development hereby permitted, doors and windows of each building shall be kept closed when it is in use and all noise generating activities shall cease when doors are opened to accept or dispatch deliveries during the hours of 2300hrs and 0700hrs.

34. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first-floor level or above in the eastern elevation of units 1 - 5 and the western elevation of unit 10 hereby permitted except for any which may be shown on the approved drawing(s).

Signed

MHead

Marcia Head

Head of Development Management - Place & Growth

Date: 9 May 2025

PLEASE READ THE NOTES ISSUED WITH THIS DECISION NOTICE BELOW



**WOKINGHAM
BOROUGH COUNCIL**

TOWN AND COUNTRY PLANNING ACTS TOWN AND COUNTRY PLANNING (ENGLAND) 1990

Other statutory legislation: This decision notice relates to the above stated acts and regulations only and does not constitute approval under any other legislation.

The Town & Country Planning (Development Management Procedure) Order: This decision has been made in accordance with the requirements of the National Planning Policy Framework (NPPF) and in the requirement to work with the applicant in a positive and proactive manner.

Officer Report: An officer report explaining the decision will be available to view online.

Purchase notices: If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council which will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter I of Part VI of the Town and Country Planning Act 1990.

Appeals to the Secretary of State: If your application has been **refused** by the Borough Council or **granted subject to conditions** that you are not happy with, you have the right to appeal to the Planning Inspectorate (under Section 78 of the Town and Country Planning Act 1990). This must be within the timeframes set out below. Please note an extension of time for lodging an appeal is unlikely to be granted except in special circumstances.

12 weeks from the decision date above in the case of a refusal of a 'householder' application:

Being the refusal of an application for planning permission to alter or extend a house, or for works within the curtilage of a house; or, Being the refusal to approve details submitted as required by a condition imposed on a permission granted for a householder application.

12 weeks from the decision date above in the case of a refusal of a 'minor commercial' application:

Being the refusal of an application for development of an existing building or part of a building currently in use for purposes in Use Classes A1, A2, A3, A4 and A5

where the proposal does not include a change of use, a change to the number of units, development that is not wholly at ground floor level and/or does not increase the gross internal area of the building.

6 months from the decision date above in the case of all other appeals made under s78(1) or s20 of the above Acts relating to a decision on a planning application or listed building/conservation area consent application.

6 months from the decision date above in the case of any appeal made under s78 (2) of the Act in respect of a failure to give a decision within the statutory period.

The Planning Inspectorate is an Executive Agency reporting to the Secretary of State for Communities and Local Government. The Inspectorate has an online appeals service with information and guidance about the process. You can submit [full application appeals](#) and [householder application appeals](#) with the new appeals service. [Other application types](#) should be submitted on the current appeal service. Alternatively, you can obtain a form from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, 0303 444 5000 or through the [Inspectorate's website](#). Please note all documents will be published online by the Planning Inspectorate and therefore you should not include personal information you do not wish to be displayed in this way. This includes personal information of third parties.

In the event of a grant of planning permission, please note the following:

Community Infrastructure Levy (CIL): When planning permission is granted for a development that is CIL the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing 'Form 2', the assumption of liability notice, is a statutory requirement for the liable party(ies) to be completed for all CIL liable applications. Advice on how the Regulations may impact you and how you can properly discharge the relevant legal requirements including paying any relevant CIL charge that may be due is available on our [Community Infrastructure Levy advice \(wokingham.gov.uk\)](#) website pages.

Discharge of Conditions: This consent may contain conditions that require further approval by submission of an application for approval of details reserved by condition and the appropriate fee. Application forms can be obtained for this purpose by visiting the [Planning Portal](#).

Street Naming and Numbering for new dwellings: If this notice relates to approval of new dwellings, please ensure that you contact the Council at least 16 weeks before the commencement on site to arrange for an address and post code to be allocated. Details can be obtained from streetnamingandnumbering@wokingham.gov.uk. Failure to contact the street naming and numbering department at least 16 weeks before commencement on site will result in the addressing and post code for the development being delayed.

Access to privately owned land: The applicant is reminded that this permission does not give right of entry to land not in the ownership of the applicant. Permission must be sought from any other landowner(s) if access is required.

Gas Mains and Services: Building over a gas main or service that is located within your site could cause damage to pipework or potential gas leaks within buildings. You should check for information relating to services within your site at [Home - LineSearchbeforeUdig \(Isbud.co.uk\)](http://Home-LineSearchbeforeUdig(Isbud.co.uk)) and contact the Plant Protection Team at SGN on 0800 912 1722 or plantlocation@sgn.co.uk.

Building Regulations: The development subject to this permission may also require Building Regulation approval to ensure it is built to national safety, design, and environmental standards. The Council's Local Authority Building Control (LABC) service offers a full range of plan approval, inspection, and associated services through an ISO9001 nationally accredited team of qualified building surveyors. These surveyors work closely with the Council's planning department to ensure the appropriate construction of your build. To find out more visit the Council's [Building Control website](#) or call 0300 790 0580 to speak to a member of the team.

Fire Regulations: In accordance with the Berkshire Act 1986, when Building Regulation applications are submitted for building(s) or extensions, the Local Authority will reject the plans unless, after consultation with the fire authority, they are satisfied that the plans show the following:

- i) That there will be adequate means of access for the fire brigade to the building(s) or the extended building(s); and,
- ii) That the building(s) or extension(s) will not render inadequate any existing means of access for the fire brigade to a neighbouring building.

Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



3. WBC Decision Notice 242532



TOWN AND COUNTRY PLANNING ACTS

TOWN AND COUNTRY PLANNING (ENGLAND) 1990

Mr Andy Ryley
PRC Architecture & Planning Ltd
Warren Yard
Warren Park
Milton Keynes
MK12 5NW

NOTIFICATION OF APPROVAL OF PLANNING PERMISSION

Application Number: 242532
Applicant Name: HE2 Reading 1 GP Limited
Site Address: Headley Road East Woodley RG5 4SN
Proposal: Application to vary condition 15 of planning consent 213106 for the proposed erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings. Condition 15 refers to BREEAM details, and variation is to change the trigger for the condition to within 6 months of occupation.
Date of Decision: 28 November 2024

Wokingham Borough Council in pursuance of its powers under the above Acts and Regulations hereby **grants permission** for the above development to be carried out as stated in the application and the accompanying plans submitted to the Council subject to compliance with the following conditions, the reasons for which are specified hereunder.

Conditions and Reasons

1. [Condition 1 is removed]
3. [Condition 3 now reads]

Within three months of the date of this planning permission the report titled 'Historic Building Record', Ref: HER00044, Archaeology South-East, March 2024 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 3 (application reference 240014) on 28 March 2024 shall be deposited with Berkshire Archaeology's Historic Environment Record Officer and evidence of this submitted to the Local Planning Authority.

4. [Condition 4 now reads]

No development shall take place, including any works of demolition, other than in accordance with the following drawings and reports:

- Report titled 'Health and Safety Construction Traffic Management Plan', Collard, Ref: 3306963; and
- Drawing titled 'Traffic Management Plan', no. LOG 00, 29/11/2023; and
- Report titled 'Health and Safety Construction Environmental Management Plan (CEMP)', Collard, Ref: 3306963, 08/12/2023; and • Report titled 'Headley Road – Demolition of Structures.' Rev. 003, Ref: C7998-MS-Headley Road-003, Collard, 24/01/2024

approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 4 (application reference 240014) on 28 March 2024; and

- Construction Management Plan, mcsgroup

approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 5 (application reference 241657) on 23 August 2024.

The approved drawings and reports shall be adhered to throughout the construction period for the development.

5. [Condition 5 now reads]

No development shall take place, including demolition and site clearance, other than in accordance with the following reports titled:

- 'Health and Safety Construction Environmental Management Plan (CEMP)', Collard, Ref: 3306963, 08/12/2023 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 5 (application reference 240014) on 28 March 2024; and
- Construction Management Plan, mcsgroup approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 5 (application reference 241657) on 23 August 2024.

6. [Condition 6 is removed]

7. [Condition 7 is removed]

8. [Condition 8 now reads]

No development, except in relation to demolition and ground works, shall be carried out other than in accordance with the drawing titled 'Road & Footway Design Details' no. 13085-SK100 Rev P1 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 8 (application reference 240629) on 27 June 2024. The roads and footways shall only be constructed in accordance with the approved details to road base level prior to the first occupation of any of the buildings within the development hereby permitted and the final wearing course shall be provided within 3 months of occupation unless otherwise agreed in writing by the Local Planning Authority.

9. [Condition 9 now reads]

No development, except in relation to demolition and ground works, shall be carried out other than in accordance with drawing titled 'Vehicular Access Details' no. 13085-SK101 Rev P1 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 9 (application reference 240629) on 27 June 2024. The access on to Headley Road East and Viscount Way shall be formed as so approved, and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The accesses shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

10. [Condition 10 now reads]

No development, except in relation to demolition and ground works, shall be carried out other than in accordance with drawing titled 'Highway Signage Details' no. 13085-SK102 Rev P3 approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 10 (application reference 240629) on 27 June 2024. The approved scheme of signage shall be implemented prior to the first occupation of any of the buildings within the development hereby permitted and retained for the lifetime of the development.

11. [Condition 11 now reads]

No development, except in relation to demolition and ground works, shall be carried out other than in accordance with plans numbered 11359_PL_108 Rev - and 11359_PL_109 Rev - approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 11 (application reference 240497) on 17 March 2024.

12. [Condition 12 now reads]

No operations shall commence on site in connection with development hereby permitted (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until tree protection works have been implemented fully in accordance with the details set out in the Arboricultural Impact Assessment (AIA), by SJ Stephens Associates and dated 3rd March 2022. No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the AIA. The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise (other than as outlined in the Arboricultural Consultant Site Visit report dated 3 May 2024 prepared by SJ Stephens Associates and submitted to the Local Planning Authority under application reference 240601), until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site.

15. [Condition 15 now reads]

Within six months of the first occupation of any of the buildings within the development hereby permitted, details shall be submitted to the local planning authority which demonstrate it has achieved BREEAM level 'Very Good' in accordance with the requirements of BREEAM [or such national measure of sustainability for non-

residential design that replaces that scheme] and shall be maintained as such thereafter.

21. [Condition 21 now reads]

The development hereby permitted shall not be carried out other than with accordance with plans numbered 11359_PL_150-153 Rev F approved by the Local Planning Authority pursuant to an application for the approval of details secured under Condition 21 (application reference 240277) on 10 May 2024. The biodiversity enhancements shall thereafter be installed as approved and thereafter maintained.

29. [Condition 29 now reads]

Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the local planning authority; this shall include contamination that may be found in the event that the concrete cradle identified in the southern part of the Site is broken out and removed, as recommended in the Letter dated 10 May 2024 prepared by TRC Companies Limited approved by the Local Planning Authority pursuant to an application for the approval of details secured under Conditions 6 and 11 (application reference 241921) on 27 June 2024. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development, or relevant phase thereof, is resumed or continued.

All other conditions of planning permission 213106 apply to this planning permission, viz:

1. See above.
2. The development hereby permitted shall be carried out in accordance with the following approved drawings: PL100, PL103 Rev C, PL104, PL105, PL106, PL110 Rev A, PL111, PL112, PL113, PL114, PL120 Rev A, PL121, PL122, PL123 Rev A, PL124 Rev A, PL130, PL131, PL132, PL133, PL150 Rev D, PL151 Rev D, PL152 Rev D, PL153 Rev D, PL157, PL158 and PL159 Rev A.
3. See above.
4. See above.
5. See above.
6. See above.
7. See above.
8. See above.
9. See above.
10. See above.

11. See above.

12. See above.

13. Within one month of the completion of the new access(es), the existing vehicular access(es) to the site shall be stopped up and abandoned, and the footway and/or verge crossings re-instated in accordance with detail of works that shall first be submitted to and approved in writing by the local planning authority. The works shall only be undertaken in accordance with the approved details and thereafter maintained.

14. Prior to the first occupation of any of the buildings within the development hereby permitted, details of any such building to be used for a general industrial use shall be submitted to the local planning authority. The total amount of floorspace for general industrial uses shall not exceed 35 percent of the total floorspace contained within the site (as identified on the approved plans).

15. See above.

16. Prior to the first occupation of any of the buildings within the development hereby permitted, details of the proposed vehicle parking and turning spaces, and secure and covered bicycle storage / parking facilities for the occupants and visitors to the development shall be submitted to and approved in writing by the local planning authority. The vehicle parking, turning spaces, and secure and covered bicycle storage or parking facilities shall only be implemented in accordance with the approved details and thereafter retained for those purposes and no other.

17. Prior to the first occupation of any of the buildings within the development hereby permitted, notwithstanding the existing Parking Management Plan document submitted with the planning application, a Parking Management Strategy (PMS) shall be submitted to and approved in writing by the local planning authority. The PMS shall include details of the management of all parking spaces, monitoring of all parking including local residential streets and the monitoring and the delivery of additional electric vehicle charging spaces when required. The PMS shall thereafter only be implemented as approved and remain in place for the lifetime of the development.

18. Prior to the first occupation of any of the buildings within the development hereby permitted, details for Electric Vehicle Charging points serving the development shall be submitted to and approved in writing by the local planning authority. The points shall only be implemented in accordance with the approved details prior to the first occupation of any of the buildings and thereafter retained.

19. Prior to the first occupation of any of the buildings within the development hereby permitted, unless otherwise approved in accordance with a timetable which has first been submitted to and approved in writing by the local planning authority, all hard and soft landscape works shall be carried out in accordance with the details shown on the approved drawings. Any trees or plants which, within a period of five years after planting, are removed, die, or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

20. Prior to the first occupation of any of the buildings within the development hereby permitted, further to Condition 19, a landscape management plan shall be submitted to and approved in writing by the local planning authority. This shall include long term design objectives, management responsibilities, timescales, and maintenance

schedules for all landscape areas. The landscape management plan shall be implemented as approved.

21. See above.

22. Prior to first occupation of any of the buildings within the development hereby permitted, an external lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details to mitigate external lighting impact upon wildlife, living conditions and highway safety, and contain:

- a layout plan with beam orientation, location, height, type, hours of operation, direction of light sources and intensity of illumination;
- a schedule of equipment;
- measures to avoid glare; and
- an isolux contour map showing light spillage to 1 lux (including lux level predictions beyond the site boundary)

The lighting for the development shall only be implemented in accordance with the approved scheme and thereafter maintained.

23. Prior to first occupation of any of the buildings within the development hereby permitted, a noise management plan for each individual unit shall be submitted to and approved in writing by the local planning authority. The approved noise management plans shall thereafter be implemented as approved thereafter, at all times that the buildings are occupied.

24. Prior to first occupation of any of the buildings within the development hereby permitted, the acoustic barrier shall be installed and maintained in accordance with the details outlined in the Noise Impact Assessment (A4199/N/0003), by Accon UK and dated 1 December 2021, and thereafter retained.

25. Notwithstanding the requirements of Condition 24, prior to first occupation of any of the buildings within the development hereby permitted, details of all other boundary treatment(s) shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of any of the buildings to which they relate or phased as set out in any approved details. The scheme shall be maintained in the approved form thereafter.

26. Prior to first occupation of any of the buildings within the development hereby permitted, details of interpretive heritage information boards to be installed within the site shall be submitted to and approved in writing by the local planning authority. The details shall include the type of board, location and information contained within the boards. The approved boards shall be fully installed prior to the first occupation and maintained thereafter.

27. Within 6 months of the first occupation of any of the buildings within the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be fully implemented, maintained, and reviewed as so approved.

28. All trees, hedges and shrubs or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting

season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

29. See above.

30. Demolition or construction works shall take place only between 0800hrs and 1800hrs, Monday to Friday, 0800hrs to 1300hrs on Saturdays, and shall not take place at any time on Sundays or on Bank or Public Holidays.

31. Further to Condition 2 and except where indicated in others, the development hereby permitted shall only be carried out in accordance with the details and measures outlined in the following documents and where shown on the approved drawings:

- the Energy Strategy Report (Issue 1), by Shepherd Brombley Partnership and dated 30 July 2021; and
- the Flood Risk Assessment and Outline Drainage Strategy Report (R01), by Baynham Meikle Partnership Limited and dated September 2021.

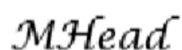
The development shall thereafter be maintained in accordance with the details and measures contained within the assessments or reports

32. No deliveries shall be accepted or dispatched from Units 9 and 10 between 2300hrs and 0700hrs the following day.

33. Further to Condition 23, during occupation of the development hereby permitted, doors and windows of each building shall be kept closed when it is in use and all noise generating activities shall cease when doors are opened to accept or dispatch deliveries during the hours of 2300hrs and 0700hrs.

34. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first-floor level or above in the eastern elevation of units 1 - 5 and the western elevation of unit 10 hereby permitted except for any which may be shown on the approved drawing(s).

Signed



Marcia Head
Head of Development Management - Place & Growth
Date: 28 November 2024

PLEASE READ THE NOTES ISSUED WITH THIS DECISION NOTICE BELOW



**WOKINGHAM
BOROUGH COUNCIL**

TOWN AND COUNTRY PLANNING ACTS TOWN AND COUNTRY PLANNING (ENGLAND) 1990

Other statutory legislation: This decision notice relates to the above stated acts and regulations only and does not constitute approval under any other legislation.

The Town & Country Planning (Development Management Procedure) Order: This decision has been made in accordance with the requirements of the National Planning Policy Framework (NPPF) and in the requirement to work with the applicant in a positive and proactive manner.

Officer Report: An officer report explaining the decision will be available to view online.

Purchase notices: If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council which will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter I of Part VI of the Town and Country Planning Act 1990.

Appeals to the Secretary of State: If your application has been **refused** by the Borough Council or **granted subject to conditions** that you are not happy with, you have the right to appeal to the Planning Inspectorate (under Section 78 of the Town and Country Planning Act 1990). This must be within the timeframes set out below. Please note an extension of time for lodging an appeal is unlikely to be granted except in special circumstances.

12 weeks from the decision date above in the case of a refusal of a 'householder' application:

Being the refusal of an application for planning permission to alter or extend a house, or for works within the curtilage of a house; or, Being the refusal to approve details submitted as required by a condition imposed on a permission granted for a householder application.

12 weeks from the decision date above in the case of a refusal of a 'minor commercial' application:

Being the refusal of an application for development of an existing building or part of a building currently in use for purposes in Use Classes A1, A2, A3, A4 and A5

where the proposal does not include a change of use, a change to the number of units, development that is not wholly at ground floor level and/or does not increase the gross internal area of the building.

6 months from the decision date above in the case of all other appeals made under s78(1) or s20 of the above Acts relating to a decision on a planning application or listed building/conservation area consent application.

6 months from the decision date above in the case of any appeal made under s78 (2) of the Act in respect of a failure to give a decision within the statutory period.

The Planning Inspectorate is an Executive Agency reporting to the Secretary of State for Communities and Local Government. The Inspectorate has an online appeals service with information and guidance about the process. You can submit [full application appeals](#) and [householder application appeals](#) with the new appeals service. [Other application types](#) should be submitted on the current appeal service. Alternatively, you can obtain a form from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, 0303 444 5000 or through the [Inspectorate's website](#). Please note all documents will be published online by the Planning Inspectorate and therefore you should not include personal information you do not wish to be displayed in this way. This includes personal information of third parties.

In the event of a grant of planning permission, please note the following:

Community Infrastructure Levy (CIL): When planning permission is granted for a development that is CIL the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing 'Form 2', the assumption of liability notice, is a statutory requirement for the liable party(ies) to be completed for all CIL liable applications. Advice on how the Regulations may impact you and how you can properly discharge the relevant legal requirements including paying any relevant CIL charge that may be due is available on our [Community Infrastructure Levy advice \(wokingham.gov.uk\)](http://wokingham.gov.uk) website pages.

Discharge of Conditions: This consent may contain conditions that require further approval by submission of an application for approval of details reserved by condition and the appropriate fee. Application forms can be obtained for this purpose by visiting the [Planning Portal](#).

Street Naming and Numbering for new dwellings: If this notice relates to approval of new dwellings, please ensure that you contact the Council at least 16 weeks before the commencement on site to arrange for an address and post code to be allocated. Details can be obtained from streetnamingandnumbering@wokingham.gov.uk. Failure to contact the street naming and numbering department at least 16 weeks before commencement on site will result in the addressing and post code for the development being delayed.

Access to privately owned land: The applicant is reminded that this permission does not give right of entry to land not in the ownership of the applicant. Permission must be sought from any other landowner(s) if access is required.

Gas Mains and Services: Building over a gas main or service that is located within your site could cause damage to pipework or potential gas leaks within buildings. You should check for information relating to services within your site at [Home - LinesearchbeforeUdig \(lsbud.co.uk\)](http://Home-LinesearchbeforeUdig.lsbud.co.uk) and contact the Plant Protection Team at SGN on 0800 912 1722 or plantlocation@sgn.co.uk.

Building Regulations: The development subject to this permission may also require Building Regulation approval to ensure it is built to national safety, design, and environmental standards. The Council's Local Authority Building Control (LABC) service offers a full range of plan approval, inspection, and associated services through an ISO9001 nationally accredited team of qualified building surveyors. These surveyors work closely with the Council's planning department to ensure the appropriate construction of your build. To find out more visit the Council's [Building Control website](#) or call 0300 790 0580 to speak to a member of the team.

Fire Regulations: In accordance with the Berkshire Act 1986, when Building Regulation applications are submitted for building(s) or extensions, the Local Authority will reject the plans unless, after consultation with the fire authority, they are satisfied that the plans show the following:

- i) That there will be adequate means of access for the fire brigade to the building(s) or the extended building(s); and,
 - ii) That the building(s) or extension(s) will not render inadequate any existing means of access for the fire brigade to a neighbouring building.
-

Appeal Appendices:

Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



4. ACCON Technical Note V1 A5144 dated 28.06.2024

TECHNICAL NOTE IN RESPECT OF THE PROPOSAL TO VARY THE PLANNING CONDITION (REF 213106) AT HEADLEY ROAD EAST, WOODLEY

Introduction

ACCON UK Ltd (ACCON) have been commissioned by HE2 Reading 1 GP Limited to investigate the potential noise impacts on the nearest noise sensitive receptors (NSRs) to the site of extending the consented operational delivery hours for Units 9 and 10 at Headley Road East, Woodley, RG5 4SN.

The client seeks to remove Condition 32 through Section 73 of the Town and Country Planning Act, 1990. The proposal is to extend the permitted hours of deliveries such that deliveries can be accepted or dispatched from Units 9 and 10 throughout the night-time period (2300 hrs to 0700 hrs).

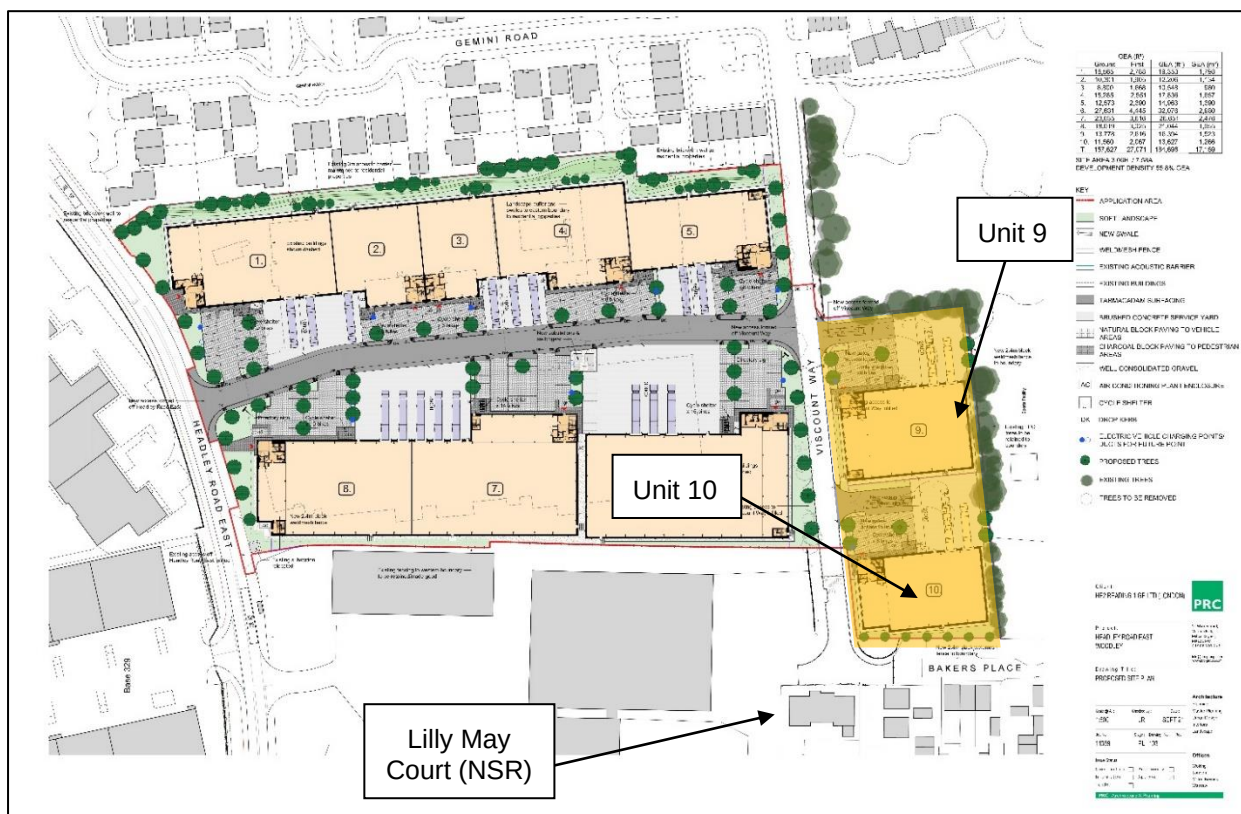
The Planning Condition (Condition 32)

Condition 32 (Planning Reference: 213106, Appeal Reference: APP/XO360/W/22/3306963) relates to the permitted hours for deliveries and is provided below:

"No deliveries shall be accepted or dispatched from Units 9 and 10 between 2300hrs and 0700hrs the following day".

The consented plan including Units 9 and 10 (highlighted in orange) is identified in **Figure 1**. The nearest Noise Sensitive Receptor (NSR), located at Lilly May Court, is also identified.

Figure 1: Proposed Site Plan



Planning Policy & Guidance

National Planning Policy Framework

The revised National Planning Policy Framework (NPPF as amended in December 2023) supersedes the 2012, 2018, 2019 and 2021 versions of the NPPF. The purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. The environmental role is to contribute to protecting and enhancing our natural, built and historic environment; and as part of this, make effective use of land, help to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate to adapt to climate change including moving to a low carbon economy.

One of the core planning principles is to contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser value, where consistent with other policies in the Framework. The planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Paragraph 191 of the NPPF states:

“Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life (see Explanatory Note to the Noise Policy Statement for England (Department for Environment, Food and Rural Affairs, 2010));*
- b) Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.”*

Additionally, Paragraph 193 states:

“Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.”

Noise Policy Statement for England

The Noise Policy Statement for England (NPSE) aims to “*through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:*

- *Avoid significant adverse impacts on health and quality of life;*
- *Mitigate and minimise adverse impacts on health and quality of life; and*
- *Where possible, contribute to the improvement of health and quality of life”.*

Based on concepts from toxicology, it introduces three ‘Effect Levels’ relevant to the assessment of noise. These are:

- **NOEL:** No Observed Effect Level: This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise;
- **LOAEL:** Lowest Observed Adverse Effect Level: This is the level above which adverse effects on health and quality of life can be detected; and
- **SOAEL:** Significant Observed Adverse Effect Level: This is the level above which significant adverse effects on health and quality of life occur.

Planning Practice Guidance

The Planning Practice Guidance for Noise (PPG-N) was published in March 2014 and most recently updated in July 2019. The PPG-N suggests that the most appropriate and cost-effective solutions to potential noise issues are best identified when good acoustic design is considered early in the planning process.

The PPG-N provides the following advice on how to determine the noise impact on development:

“Plan-making and decision making need to take account of the acoustic environment and in doing so consider:

- *Whether or not a significant adverse effect is occurring or likely to occur;*
- *Whether or not an adverse effect is occurring or likely to occur; and*
- *Whether or not a good standard of amenity can be achieved.*

In line with the Explanatory Note of the Noise Policy Statement for England, this would include identifying whether the overall effect of the noise exposure (including the impact during the construction phase wherever applicable) is, or would be, above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation. As noise is a complex technical issue, it may be appropriate to seek experienced specialist assistance when applying this policy.” (Paragraph 003 Reference ID 30-003-20190722)

The document goes on to acknowledge the levels of noise exposure at which an effect may occur as provided in the NPSE and introduces a fourth effect level:

- **UAE:** Unacceptable Adverse Effect: Extensive and regular changes in behaviour and/or an inability to mitigate the effect of noise lead to psychological stress or physical effects.

Where residential development is proposed in the vicinity of existing businesses, community facilities or other activities that produce noise, the PPG-N advises that the applicant (or ‘agent of change’)

need to clearly identify the effects of the existing businesses that may cause a nuisance (including noise) and clearly define the mitigation measures being proposed to address any potential significant adverse effects that are identified. The agent of change needs to not only consider the current activities of the business, but the permitted activities too, even if they are not occurring at the time of the application being made. The PPG-N acknowledges that *“It can be helpful for developers to provide information to prospective purchasers or occupants about mitigation measures that have been put in place, to raise awareness and reduce the risk of post-purchase/occupancy complaints.”* (Paragraph 009 Reference ID 30-009-20190722).

It is important to understand that as the PPG-N does not specifically provide any advice with respect to noise levels/limits for different sources of noise, it is appropriate to consider other sources of advice and guidance documents when considering whether new developments would be sensitive to the prevailing acoustic environment and the PPG-N signposts a number of appropriate guidance documents.

Synopsis of Previous Noise Study & Predicted Noise Levels

ACCON has previously conducted both attended and unattended noise monitoring at the Headley Road East, Woodley site. The noise monitoring locations are identified in **Table 1**. The noise measurement results from ACCON's previous Noise Impact Assessment (Reference A4199/N/0003) that was carried out between 1115 hrs on Wednesday 17th March 2021 and 1200hrs Thursday 18th March 2021 are detailed in **Tables 1, 2 and 3**.

Table 1: Noise Survey Locations (17.03.2021 – 18.03.2021)

Location Reference	Location Description	Measurement Duration	Observed Noise Sources
MP1	In the south of the site, approximately 35 m south of Viscount Way.	24 Hours.	Departing HGVs from the site and road traffic along Viscount Way.
MP2	In the north east of the site, approximately 16 m to the south of Headley Road East.	24 Hours.	Headley Road East is the dominant road traffic noise source.
ST1	In the west of the site, approximately 40 m to the south of the access road entrance.	2 x 1 Hour Periods.	Plant sources along the west façade of the existing building are the dominant noise source. Regular movement of HGVs along the access road.
ST2	In the south east of the site, approximately 5 m north of Viscount Way and approximately 40 m to the west of the service yard.	2 x 1 Hour Periods.	Unloading of the HGVs can be heard with road traffic noise along Viscount Way.

Table 2: Unattended Noise Measurement Survey (17.03.2021 – 18.03.2021)

Position	Period	L _{Aeq,T} (dB)	L _{AFmax} (dB)	L _{A10,T} (dB)	Mean L _{A90,T} (dB)	Modal L _{A90,T} (dB)	Typical L _{A90,T}
MP1	0700 hrs to 2300 hrs	54	72 (72)	53	45	43	40
	0700 hrs to 2300 hrs	49	66 (67)	49	39	35	35
MP2	0700 hrs to 2300 hrs	61	77 (77)	64	50	51	51
	0700 hrs to 2300 hrs	54	74 (72)	51	42	40	40

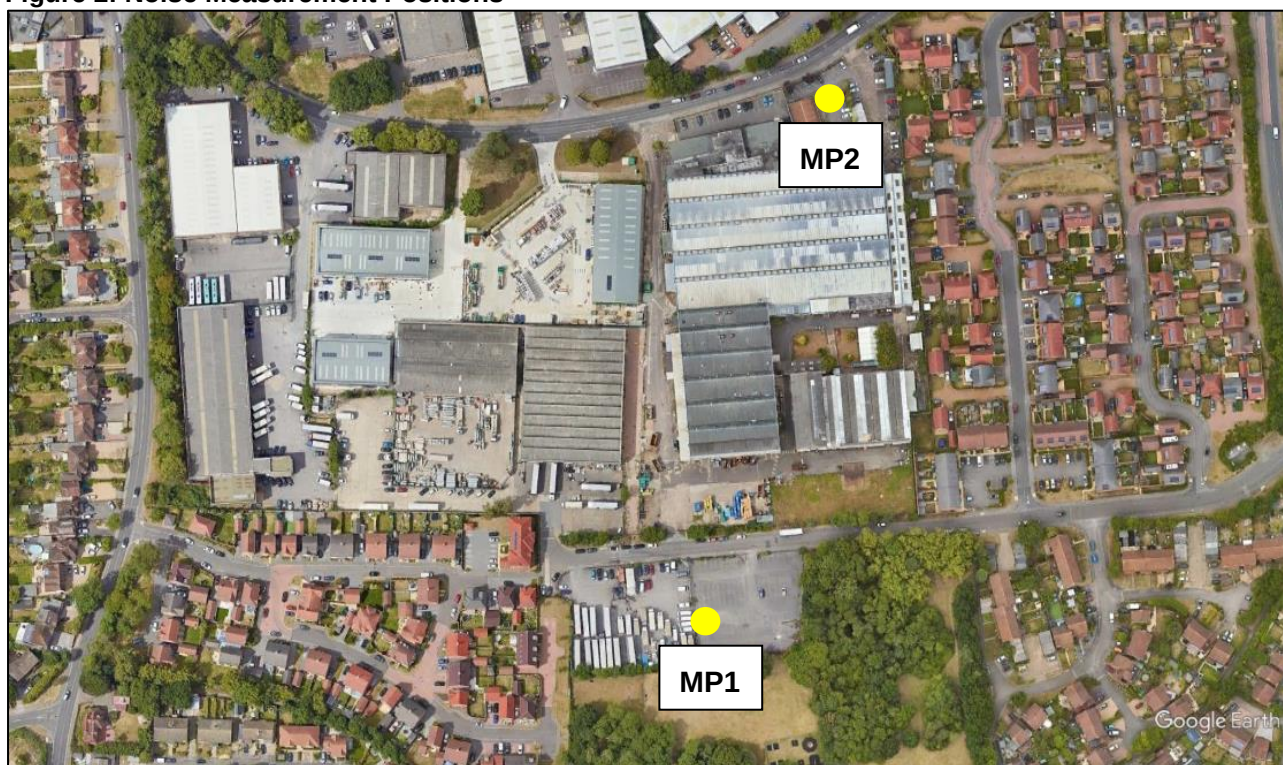
Table 3: Attended Noise Measurement Survey (17.03.2021 – 18.03.2021)

Position	Period	L _{Aeq,T} (dB)	L _{AFmax} (dB)	Mean L _{A10,T} (dB)	Mean L _{A90,T} (dB)
ST1	1210 hrs to 1310 hrs	64	71	64	63
	0950 hrs to 1050 hrs	63	68	64	62
ST2	1310 hrs to 1410 hrs	54	71	53	41
	1050 hrs to 1150 hrs	55	73	53	42

The levels stated are logarithmic averages for L_{Aeq,T} and arithmetic averages for L_{A10,T} and mean L_{A90,T}. The L_{AFmax} is the average of the highest hourly maximum sound levels measured during the measurement period, measured with a fast time-weighting. The L_{AFmax} levels in brackets are the tenth highest L_{AFmax} noise levels measured during the measurement period. The typical background sound level has been determined from assessment of the lowest regularly occurring L_{A90,T}.

Figure 2 identifies the noise measurement positions.

Figure 2: Noise Measurement Positions



A Technical Note (dated 15/02/2022) was issued which updated the predicted noise levels for Lilly May Court and Concorde Way arising from deliveries. The predicted daytime and night-time period noise levels from that report are identified in **Table 4**.

Table 4: Delivery Noise Levels Predicted at NSRs: $L_{Aeq,T}$

NSR	Specific Delivery Noise Level ($L_{Aeq,T}$ dB)	
	Daytime	Night-time
Lilly May Court: Ground Floor	33	32
Lilly May Court: First Floor	34	34
Lilly May Court: Second Floor	34	34
22 – 34 Concorde Way: Ground Floor	37	28
22 – 34 Concorde Way: First Floor	40	29

Recent Noise Measurement Survey

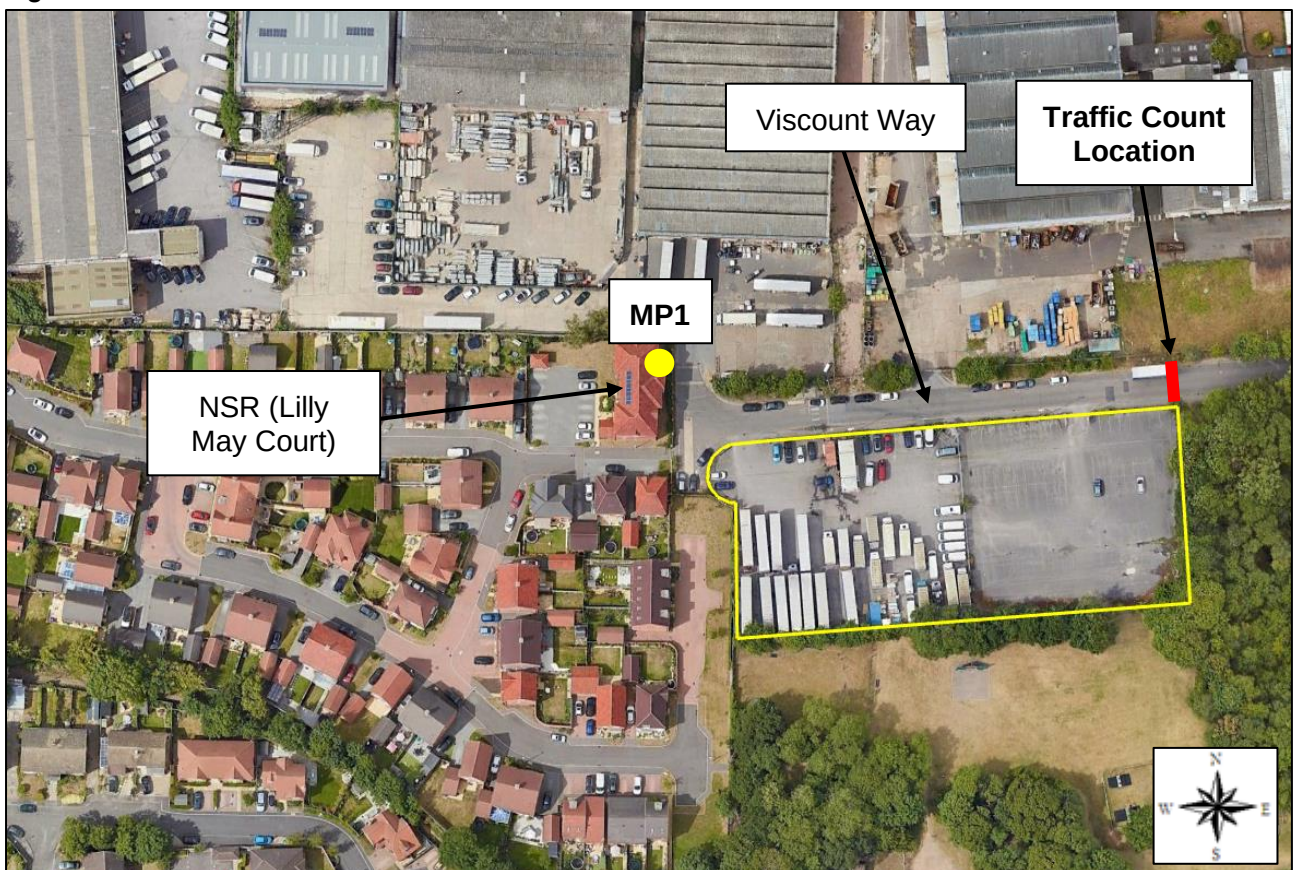
In order to quantify existing noise levels at Lilly May Court, a 24 hour noise measurement study was carried out in May 2024. At the same time as the noise measurement study was carried out, automatic traffic counts were carried out at Viscount Way between the 26th April 2024 and the 14th May 2024 at the location identified on **Figure 2**.

Unattended noise measurements were carried out between 1125 hrs on the 7th May 2024 and 1145 hrs on the 8th May 2024 to determine the existing ambient and background noise levels during the proposed extended operational hours.

The noise measurements utilised one Class 1 Sound Level Meter: a Svantek 971 sound level meter, which holds a current certificate of calibration that is available upon request. The equipment was calibrated before and after the noise measurement period to ensure that it had remained within calibration limits (± 0.5 dB).

The microphone was located at Lilly May Court in a free-field position at a height of 4.5 metres. The measurement position (**MP1**) is identified in **Figure 3**. The consented boundary for Units 9 and 10 is outlined in yellow.

Figure 3: Noise Measurement Position



At the start of the noise measurements the weather was clear with 0% cloud cover. The daytime temperature was 18°C and there was a westerly wind with speeds of up to 1.3 m/s. At the end of the noise measurement period the weather was clear with 0% cloud cover. There was a daytime

temperature of 19°C and there was a south-westerly wind with speeds of up to 1.1 m/s. Weather conditions throughout the survey were suitable for noise measurements.

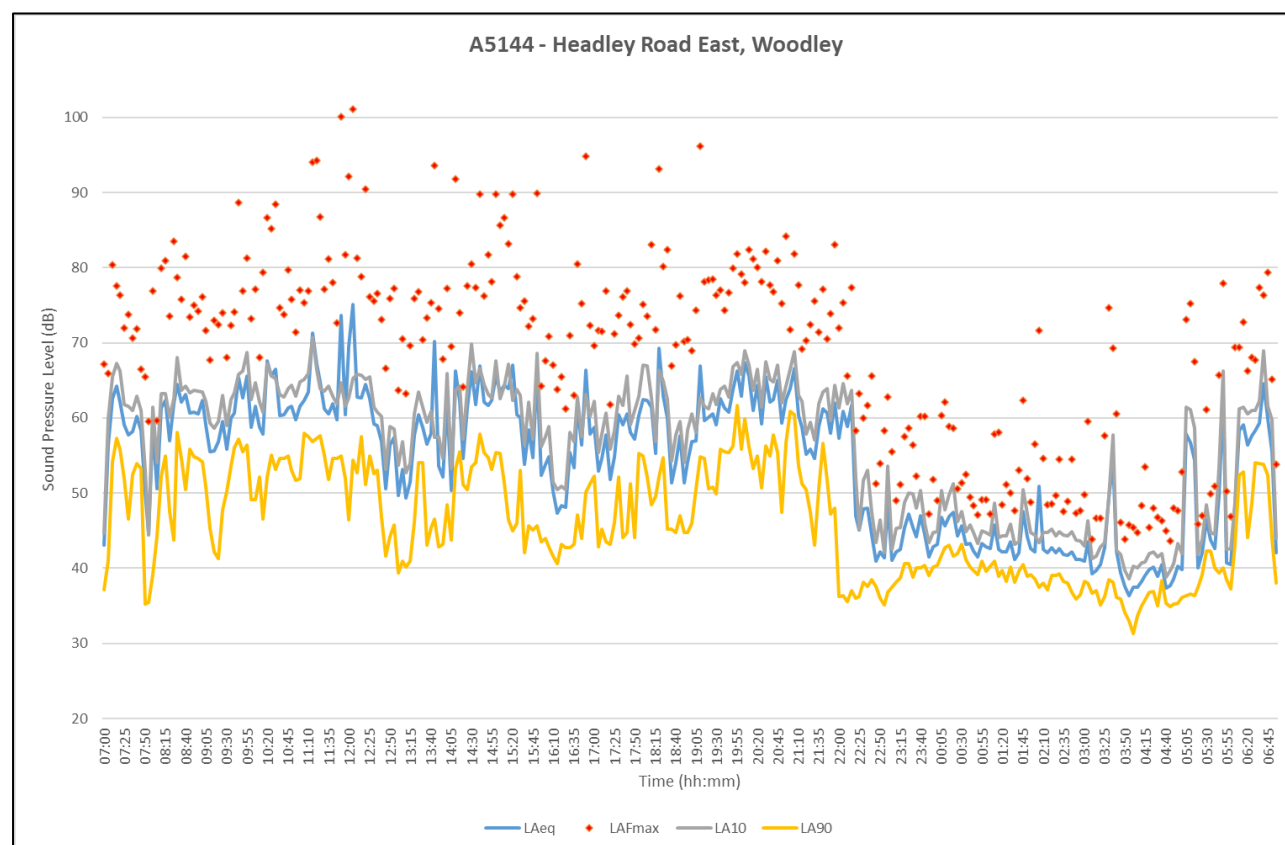
The unattended noise levels are summarised in **Table 5**. The noise level summary identifies the average period noise level during the measurement period (L_{Aeq}), the measured maximum noise level (L_{Amax}) and importantly the background noise level (L_{A90}) which is the underlying noise level between specific noise events.

Table 4: Noise Measurement Results

Position	Period	$L_{Aeq,T}$ (dB)	L_{AFmax} (dB)	$L_{A10,T}$ (dB)	Mean $L_{A90,T}$ (dB)	Modal $L_{A90,T}$ (dB)
MP1	0700 hrs to 2300 hrs	62	89	63	51	55
	2300 hrs to 0700 hrs	52	68 (69)	47	40	39

The time history graph for the noise measurements at **MP1** is provided in **Figure 4**.

Figure 4: MP1 Time History



Traffic Movements

Table 6 below provides the night-time hourly traffic flows for Viscount Way between the 26th April 2024 and the 13th May 2024. The traffic count data was provided by Simone Surveys.

Table 6: Night-time hourly traffic flows for Viscount Way

Date	Time Period	Westbound Total Count	Eastbound Total Count
Friday 26 th April 2024 – Saturday 27 th April 2024	2300 hrs – 0700 hrs	7	5
Saturday 27 th April 2024 – Sunday 28 th April 2024	2300 hrs – 0700 hrs	1	1
Sunday 28 th April 2024 – Monday 29 th April 2024	2300 hrs – 0700 hrs	26	14
Monday 29 th April 2024 – Tuesday 30 th April 2024	2300 hrs – 0700 hrs	28	16
Tuesday 30 th April 2024 – Wednesday 1 st May 2024	2300 hrs – 0700 hrs	30	20
Wednesday 1 st May 2024 – Thursday 2 nd May 2024	2300 hrs – 0700 hrs	23	16
Thursday 2 nd May 2024 – Friday 3 rd May 2024	2300 hrs – 0700 hrs	27	19
Friday 3 rd May 2024 - Saturday 4 th May 2024	2300 hrs – 0700 hrs	10	6
Saturday 4 th May 2024 – Sunday 5 th May 2024	2300 hrs – 0700 hrs	0	0
Sunday 5 th May 2024 – Monday 6 th May 2024 (Bank Holiday)	2300 hrs – 0700 hrs	3	3
Monday 6 th May 2024 – Tuesday 7 th May 2024	2300 hrs – 0700 hrs	24	12
Tuesday 7 th May 2024 – Wednesday 8 th May 2024	2300 hrs – 0700 hrs	29	20
Wednesday 8 th May 2024 – Thursday 9 th May 2024	2300 hrs – 0700 hrs	23	16
Thursday 9 th May 2024 – Friday 10 th May 2024	2300 hrs – 0700 hrs	23	11
Friday 10 th May 2024 – Saturday 11 th May 2024	2300 hrs – 0700 hrs	8	6

Date	Time Period	Westbound Total Count	Eastbound Total Count
Saturday 11 th May 2024 – Sunday 12 th May 2024	2300 hrs – 0700 hrs	8	6
Sunday 12 th May 2024 – Monday 13 th May 2024	2300 hrs – 0700 hrs	26	12
Monday 13 th May 2024 – Tuesday 14 th May 2024	2300 hrs – 0700 hrs	24	13

It can be identified from the traffic counts that on weekdays the two way traffic movements are between 34 to 50 vehicle movements apart from on the Bank Holiday Monday on the 6th May 2024.

Noise Modelling

The CadnaA noise modelling software has been utilised to calculate the external noise levels from road traffic movements and the consented development.

Table 7 identifies the predicted period noise levels (L_{Aeq}) from night-time delivery noise in respect of the property at Lilly May Court at ground floor level (representative of the closest noise sensitive receptors). **Table 8** identifies the predicted noise levels at first floor level and **Table 9** at second floor level.

Table 7: Predicted Period Noise Levels ($L_{Aeq,15mins}$) from Delivery Noise compared to the Measured Night-time Background Sound Levels (L_{A90}) – Lilly May Court: Ground Floor

Time	Lilly May Court: Ground Floor		
	Measured Background Sound Level L_{A90}	Predicted Night-time Delivery Noise Levels (L_{Aeq})	Difference between the Predicted Night-time Period Noise Levels and Measured Background Sound Levels (dB)
2300 hrs to 0000 hrs	39	32	-7
0000 hrs to 0100 hrs	41	32	-9
0100 hrs to 0200 hrs	40	32	-8
0200 hrs to 0300 hrs	38	32	-6
0300 hrs to 0400 hrs	36	32	-4
0400 hrs to 0500 hrs	35	32	-3
0500 hrs to 0600 hrs	39	32	-7
0600 hrs to 0700 hrs	48	32	-16

Table 8: Predicted Period Noise Levels ($L_{Aeq,15mins}$) from Delivery Noise compared to the Measured Night-time Background Sound Levels (L_{A90}) – Lilly May Court: First Floor

Time	Lilly May Court: First Floor		
	Measured Background Sound Level L_{A90}	Predicted Night-time Delivery Noise Levels (L_{Aeq})	Difference between the Predicted Night-time Period Noise Levels and Measured Background Sound Levels (dB)
2300 hrs to 0000 hrs	39	34	-5
0000 hrs to 0100 hrs	41	34	-7
0100 hrs to 0200 hrs	40	34	-6
0200 hrs to 0300 hrs	38	34	-4
0300 hrs to 0400 hrs	36	34	-2
0400 hrs to 0500 hrs	35	34	-1
0500 hrs to 0600 hrs	39	34	-5
0600 hrs to 0700 hrs	48	34	-14

Table 9: Predicted Period Noise Levels ($L_{Aeq,15mins}$) from Delivery Noise compared to the Measured Night-time Background Sound Levels (L_{A90}) – Lilly May Court: Second Floor

Time	Lilly May Court: Second Floor		
	Measured Background Sound Level L_{A90}	Predicted Night-time Delivery Noise Levels (L_{Aeq})	Difference between the Predicted Night-time Period Noise Levels and Measured Background Sound Levels (dB)
2300 hrs to 0000 hrs	39	34	-5
0000 hrs to 0100 hrs	41	34	-7
0100 hrs to 0200 hrs	40	34	-6
0200 hrs to 0300 hrs	38	34	-4
0300 hrs to 0400 hrs	36	34	-2
0400 hrs to 0500 hrs	35	34	-1
0500 hrs to 0600 hrs	39	34	-5
0600 hrs to 0700 hrs	48	34	-14

Tables 7 to 9 demonstrate that the predicted noise levels from delivery noise associated with Units 9 and 10 would be below the measured existing background noise level at Lilly May Court during the

night-time period. As a very worst-case noise from delivery movements would be 1 dB below the background noise level of 35 L_{A90} measured between 0400 hrs to 0500 hrs and 19 dB below the existing measured period noise level of 52 L_{Aeq} . It should also be noted that Viscount Way is currently used by a relatively high number of HGVs during the night-time period not associated with the application site but the adjacent site only (as identified in **Table 6**). Units 9 and 10 will not be introducing new noise in the vicinity of the existing residential properties surrounding the consented development as all HGV movements associated with the application site are being directed from Headley Road East through the main site onto the very short section of Viscount Way in front of Units 9 and 10.

Additionally, internal noise levels within bedrooms at night, assuming an open window provides a minimum attenuation of 15 dB, would be a maximum level of 18 L_{Aeq} from delivery noise. This level of noise is significantly below World Health Organisation Guidelines for Noise for bedrooms at night.

Conclusions

ACCON has assessed the potential impacts of the proposal to remove Planning Condition 32 at Headley Road East, Woodley such that deliveries can be accepted or dispatched from Units 9 and 10 throughout the night-time period (2300 hrs to 0700 hrs). It has been identified that even with additional HGV movements, there is No Observed Adverse Effect Level in line with the Noise Policy Statement for England and therefore, Planning Condition 32 can be removed.

Graham Parry FIOA

Managing Director

ACCON UK Limited

Appeal Appendices:

Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



5. ACCON Technical Note V2 A5144 dated 05.09.2024

TECHNICAL NOTE RESPONDING TO COMMENTS RAISED BY WOKINGHAM BOROUGH COUNCIL ENVIRONMENTAL HEALTH IN RESPECT TO THE PROPOSAL TO REMOVE CONDITION 32 (REF 241926) AT HEADLEY ROAD EAST, WOODLEY

The purpose of this Technical Note is to respond to comments raised by Wokingham Borough Council Environmental Health in response to the proposal to remove Condition 32 of Appeal Reference: APP/X0360/W/22/3306963, dated 22nd December 2023, through Section 73 of the Town and Country Planning Act, 1990. The proposal is to remove the restriction on the permitted hours of deliveries such that deliveries can be accepted or dispatched from Units 9 and 10 throughout the night-time period (2300 hrs to 0700 hrs). The comments received as detailed in a memorandum dated 8/8/2024 and corresponding ACCON responses are detailed below:

1) Why was the noise assessment provided not in a BS4142 format separate from previous submissions.

The Technical Note was not originally provided as a BS 4142 type assessment as it was considered that the details as presented were the most useful information with respect to the delivery activities between 2300 hrs and 0700 hrs. The information required for a BS 4142 assessment is now provided in this revised Technical Note.

Tables 1 to 3 below provide BS 4142 assessments for the ground, first and second floor levels of Lilly May Court. As an absolute worst-case scenario, an intermittency correction of +3 dB has been applied, plus a correction of +3 dB for just perceptible impulsivity. This is a total correction of +6 dB which has been added to the predicted delivery noise levels.

The night-time assessment has utilised each hourly background noise level (L_{A90}) instead of the modal background noise for the period 2300 hrs – 0700 hrs, which is 39 dB $L_{A90,T}$. Accordingly, this assessment is a very worst case scenario.

Table 1: Predicted Period Noise Levels (L_{Aeq}) from Delivery Noise compared to the Measured Night-time Background Sound Levels (L_{A90}) – Lilly May Court: Ground Floor

Time	Lilly May Court: Ground Floor				
	Measured Background Sound Level L_{A90}	Predicted Night-time Delivery Noise Levels (L_{Aeq})	Corrections for Intermittency and Impulsivity	Rating Noise Level	Difference between the Rating Noise Level and Measured Background Sound Level (dB)
23:00 – 00:00	39	32	+6	38	-1
00:00 – 01:00	41	32	+6	38	-3
01:00 – 02:00	40	32	+6	38	-2

02:00 – 03:00	38	32	+6	38	0
03:00 – 04:00	36	32	+6	38	+2
04:00 – 05:00	35	32	+6	38	+3
05:00 – 06:00	39	32	+6	38	-1
06:00 – 07:00	48	32	+6	38	-10

Table 2: Predicted Period Noise Levels (L_{Aeq}) from Delivery Noise compared to the Measured Night-time Background Sound Levels (L_{A90}) – Lilly May Court: First Floor

Time	Lilly May Court: First Floor				
	Measured Background Sound Level L_{A90}	Predicted Night-time Delivery Noise Levels (L_{Aeq})	Corrections for Intermittency and Impulsivity	Rating Noise Level	Difference between the Rating Noise Level and Measured Background Sound Level (dB)
23:00 – 00:00	39	34	+6	40	+1
00:00 – 01:00	41	34	+6	40	-1
01:00 – 02:00	40	34	+6	40	0
02:00 – 03:00	38	34	+6	40	+2
03:00 – 04:00	36	34	+6	40	+4
04:00 – 05:00	35	34	+6	40	+5
05:00 – 06:00	39	34	+6	40	+1
06:00 – 07:00	48	34	+6	40	-8

Table 3: Predicted Period Noise Levels (L_{Aeq}) from Delivery Noise compared to the Measured Night-time Background Sound Levels (L_{A90}) – Lilly May Court: Second Floor

Time	Lilly May Court: Second Floor				
	Measured Background Sound Level L_{A90}	Predicted Night-time Delivery Noise Levels (L_{Aeq})	Corrections for Intermittency and Impulsivity	Rating Noise Level	Difference between the Rating Noise Level and Measured Background Sound Level (dB)
23:00 – 00:00	39	34	+6	40	+1
00:00 – 01:00	41	34	+6	40	-1
01:00 – 02:00	40	34	+6	40	0
02:00 – 03:00	38	34	+6	40	+2
03:00 – 04:00	36	34	+6	40	+4
04:00 – 05:00	35	34	+6	40	+5
05:00 – 06:00	39	34	+6	40	+1
06:00 – 07:00	48	34	+6	40	-8

Whilst BS 4142:2014+A1 indicates that a difference of approximately +5 dB between the background noise level and the rating noise level is likely to suggest an adverse impact, depending on the context, Annex 2, Para 14, Page 117 of the Managing Development Delivery (MDD) Local Plan, adopted by Wokingham Borough Council on February 21st 2014, states that "*If the predicted impact of the development is 5 dB above background, it would be considered to be the LOEL.*". Considering that the worst-case scenario in **Tables 1 to 3** demonstrates a maximum 4 - 5 dB increase above the background noise level between 0300 hrs and 0500 hrs for both the first floor and second floor, this can be classified as a LOEL (Lowest Observed Adverse Effect Level). It should be noted however that if the assessment was applied only to the night-time period (2300 hrs – 0700 hrs), in line with the standard BS4142 approach, then the assessment would identify that the Rating Noise Level would only exceed the background noise level by +1 dBA.

2) Key in advising planning is how much additional traffic is expected as a result of this change to condition 32 and 24 hr operation of units 9 and 10, could this predicted data be provided please, including vehicle type.

Following a review of the traffic data provided by Stunt Consulting, ACCON note that the traffic data was not provided with the degree of granularity to determine the delivery movements that would have occurred to Units 9 & 10 during the night-time period. ACCON have therefore taken a very worst-case scenario into account where the acceptance and despatch of deliveries would occur to

each loading bay on Units 9 & 10 every 15 minutes during the night-time period. In reality it is clear that such a level of operation is highly unlikely based on ACCON's observations of loading and unloading at similar facilities. The noise assessment therefore considered a rate of 2 HGV vehicle movements per 15 minutes during the night-time period (2300 hrs – 0700 hrs) for both Units 9 and 10, which represents an absolute worst-case scenario for HGV movements.

It should be noted that HGV's arriving at and departing Units 9 & 10 during the night-time period would cross Viscount Way to/and from Units 1 to 8 during the period 2300 hrs to 0700 hrs and would be prohibited from arriving or exiting along Viscount Way to or from the east.

3) The NSR (nearest sensitive receptor) for noise for unit 10 is shown as Lilly May Court, there are some other residential properties also in close proximity to the expected loading area for unit 10 along Bakers Place, are these considered to be shielded from loading unloading noise by the fabric of the building? In which case can a drawing clearly defining this and showing the expected loading unloading area(s) be presented and the reasoning shown in the report.

Figures 1 and 2 illustrates screenshots from the CadnaA Noise modelling software that depict Bakers Place in relation to Units 9 and 10, and the Loading/Unloading areas.

Figure 1: CadnaA Screenshot (Facing North from a 5m Height)

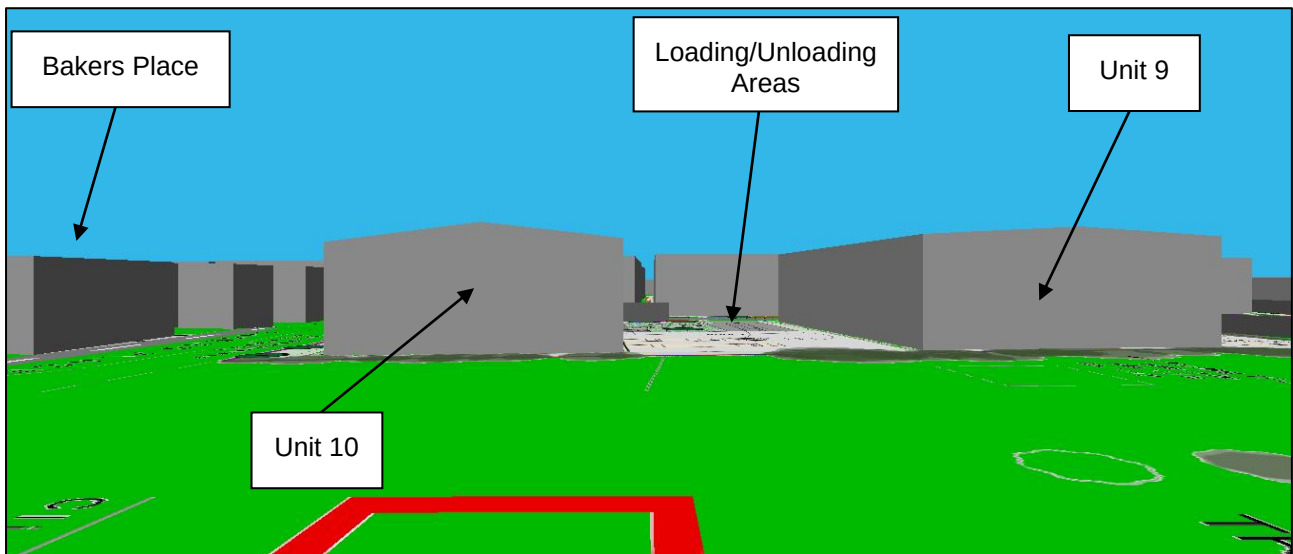
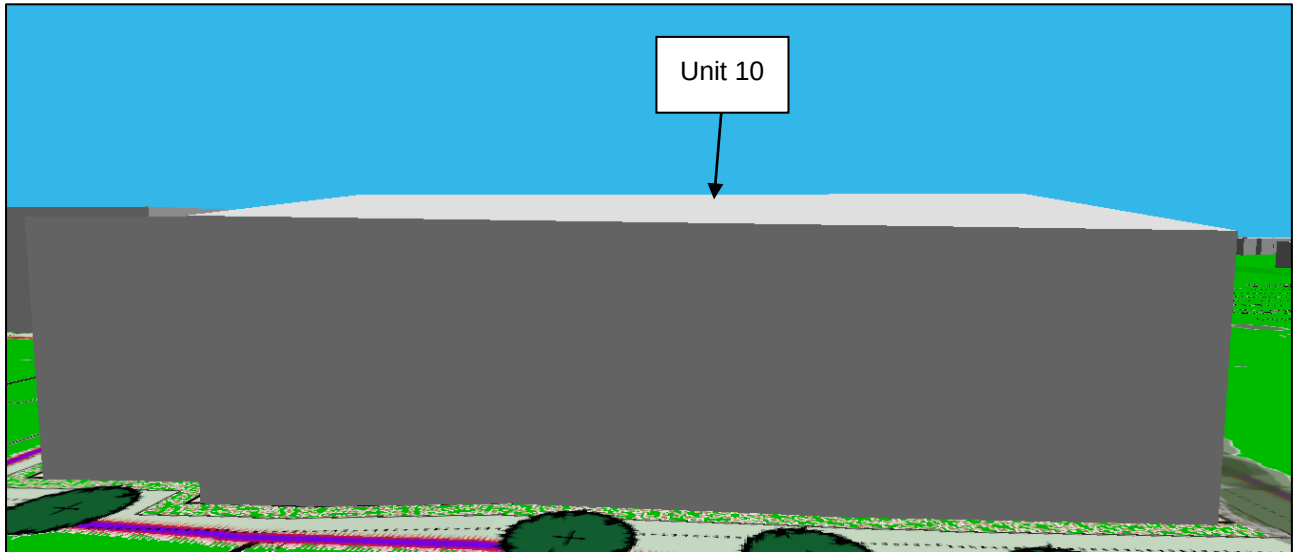


Figure 2: View from 2nd Floor (8.0m) of 23 Bakers Place facing eastwards



Figures 1 and 2 illustrate that Bakers Place lacks a direct line of sight to the loading and unloading areas, which are located approximately 50 metres from the eastern façade of Bakers Place. Additionally, the proposed Unit 10 has a ridge height of 11.2 metres and will extend approximately 3.2 metres above the second floor of Bakers Place. This will effectively act as a significant noise barrier, mitigating against any noise emanating from the loading and unloading bays.

4) Is there any plant involved in this proposal to change operating hours for units 9 and 10 that is not currently running at night, this would be inclusively assessed in a BS4142 assessment.

Figure 3 below identifies the location of the air conditioning unit, highlighted in Red, relative to Unit 10, and the NSRs at Lilly May Court and Bakers Place. This air conditioning unit is the only proposed plant that will be running during the night-time period (2300 hrs – 0700 hrs). The corresponding heights of the air conditioning unit, Unit 10, and the NSRs are also identified.

Existing access to Viscount Way infilled

New access formed off Viscount Way

25000

Air Conditioning Unit (1.5 m)

Cycle shelter x 8 bikes

MC

Blank wall, no window penetrations

STOP

Unit 10 (11.2 m)

Lilly May Court (8.0 m)

New 2.4m black w fence to boundary

19 – 23 Bakers Place (8.0 m)

BAKERS PLACE

28 – 30 Millers Grove

30

28

Cyathus acry.

Page | 6

Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



6. ACCON Operational Noise Management Plan (Unit 9) dated 26.11.2024

OPERATIONAL NOISE MANAGEMENT PLAN – UNIT 9, HEADLEY ROAD EAST, WOODLEY

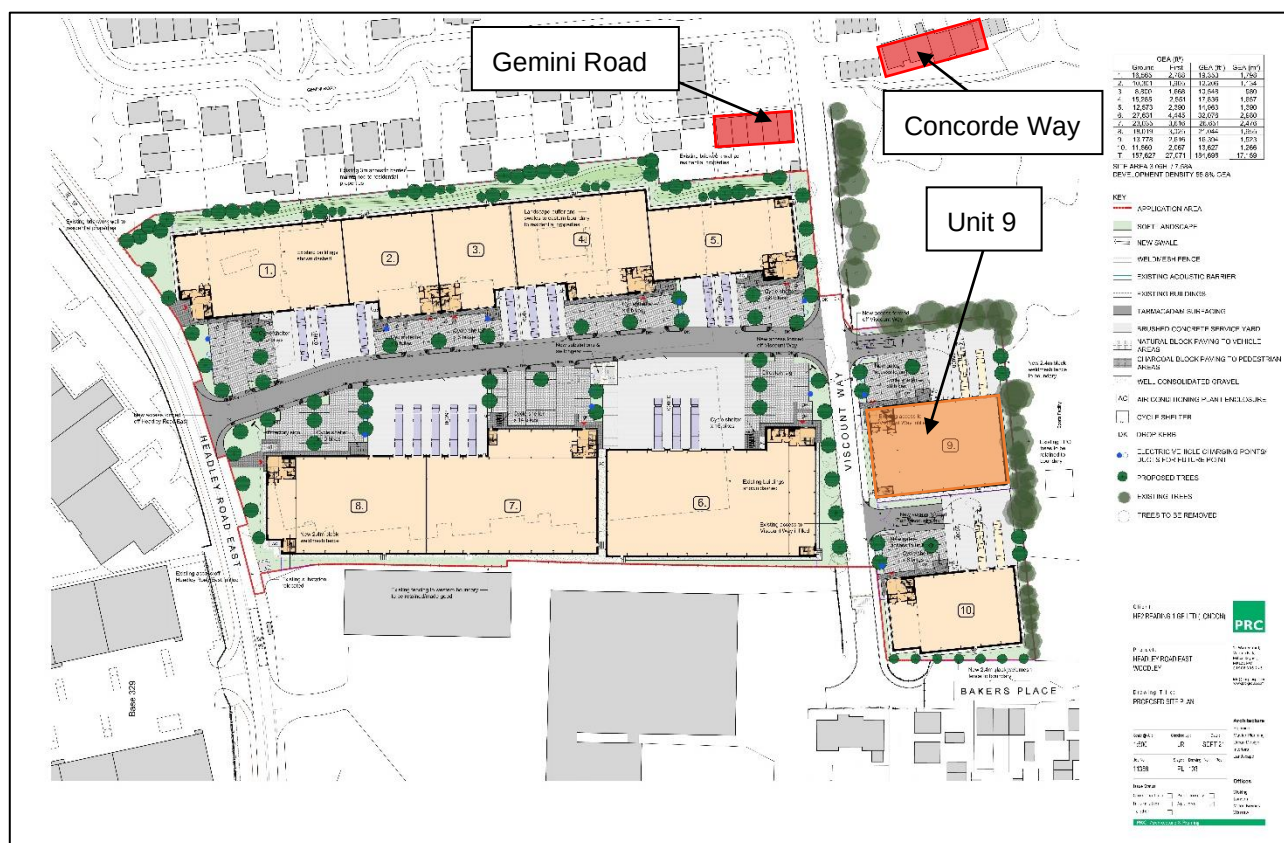
Introduction

This Operational Noise Management Plan (ONMP) has been produced in order to provide a mechanism for noise control in respect of the site activities resulting from the consented Headley Road East development.

This ONMP has specifically been produced for Unit 9 of the consented development in order to aid with the proposal to remove Condition 32 of Appeal Reference: APP/X0360/W/22/3306963, dated 22nd December 2023, through Section 73 of the Town and Country Planning Act, 1990. The proposal is to remove the restriction on the permitted hours of deliveries for Unit 9 such that deliveries can be accepted or dispatched from Unit 9 throughout the night-time period (2300 hrs to 0700 hrs).

The consented plan including Unit 9 (highlighted in orange) and the nearest Noise Sensitive Receptors (NSRs), located at Concorde Way and Gemini Road (highlighted in red), is identified in **Figure 1**.

Figure 1: Proposed Site Plan



This ONMP identifies the specific measures which will be put in place to manage noise related to the use of Unit 9.

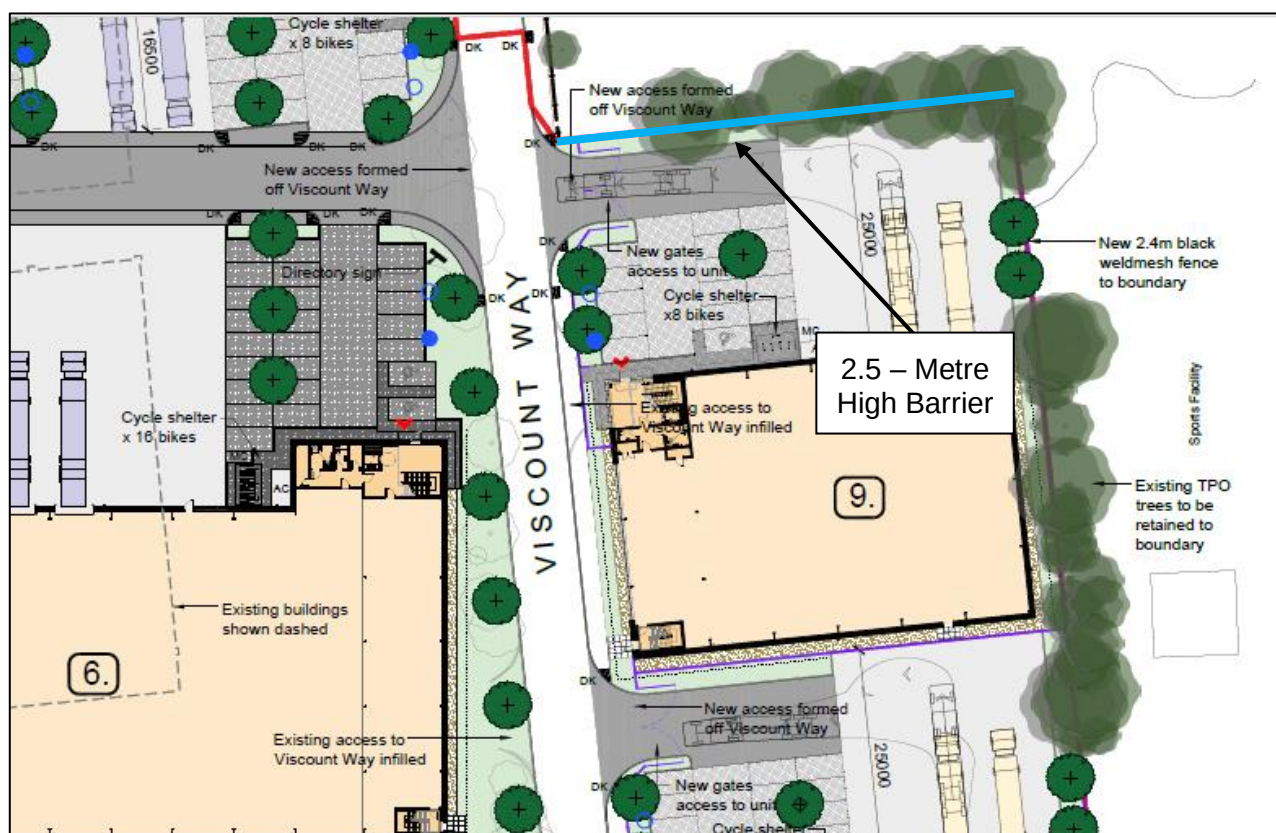
Acoustic Barrier

Condition 24 of the appeal decision APP/X0360/W/22/3306963 states that:

“Prior to first occupation of any of the buildings within the development hereby permitted, the acoustic barrier shall be installed and maintained in accordance with the details outlined in the Noise Impact Assessment (A4199/N/0003), by Accon UK and dated 1 December 2021, and thereafter retained.”

Figure 2 identifies the location of the 2.5m purpose built acoustic barrier required to mitigate against noise arising from the use of the delivery yard of Unit 9 to NSRs located on Concorde Way and Gemini Road.

Figure 2: Acoustic Barrier to be Installed



Operational Noise Management Plan Measures:

The following noise management measures are considered appropriate for the scale of the scheme.

- It is the responsibility of the individual unit site manager to ensure that these measures are implemented as and when the Unit 9 is occupied. The site managers/person in charge will be made aware of their responsibility to adhere to the measures detailed in measures below,

and to ensure that all staff are made aware of their duties to keep noise to a minimum. This can be achieved by providing toolbox talks or the provision of written training documents. A log should be maintained to identify that all operators are aware of their responsibilities with respect to complying with the requirements of the ONMP. (Note: at the time of first occupation the site manager/person in charge details will be communicated to the relevant council officer.)

- Specification of proposed gates to be installed is provided in **Appendix 1**;
- The proposed noise barrier identified in **Figure 2** will be installed and remain maintained in order to provide maximum levels of noise reduction for the surrounding NSRs in line with Planning Condition 24;
- Between the hours of 23:00 – 07:00 each night, the loading and unloading of any goods shall take place within the designated internal loading bays only, with any goods being transferred directly between the trailer and the building;
- Between the hours of 23:00 – 07:00, the engines of any Heavy Goods Vehicles shall be switched off whilst loading and unloading or when waiting to carry out such activities;
- Between the hours of 23:00 – 07:00, any vehicle-mounted refrigeration units shall be switched off whilst loading and unloading or when waiting to carry out such activities;
- Between the hours of 23:00 – 07:00, drivers shall be instructed to only use smart broadband noise reversing alarms;
- The use of forklift trucks and any other machinery relating to the loading and unloading of goods shall be prohibited outside of Unit 9 between the hours of 23:00 – 07:00;
- HGV movements into the delivery bays will be carried out as identified in **Appendix 2**;
- All roller shutter doors shall be kept closed when not in use;
- Each employee will receive a comprehensive briefing session emphasising the significance of reducing noise during work activities;
- Personnel shall be instructed to keep noise to an absolute minimum except where Health & Safety issues need to prevail;
- All Heavy Goods Vehicles (HGVs) shall adhere to a strict 10 mph speed limit across the site at all times; and
- No Public Address (PA) Systems shall be used outside of the approved buildings between the hours of 23:00 – 07:00 each night.

Complaints Procedure

Any noise complaints in respect of night-time operational noise from the proposed commercial development should be directed to the named contact on-site. If no response is received within 10 workings days, then the complaint can be escalated to the Environmental Health Department at Wokingham Borough Council.

Where a valid complaint is identified, an appropriate level of noise investigation to include the measurement of noise levels shall be carried out in order to identify compliance or otherwise with this ONMP and any appropriate corrective measures should be put in place and reported to Wokingham Borough Council.

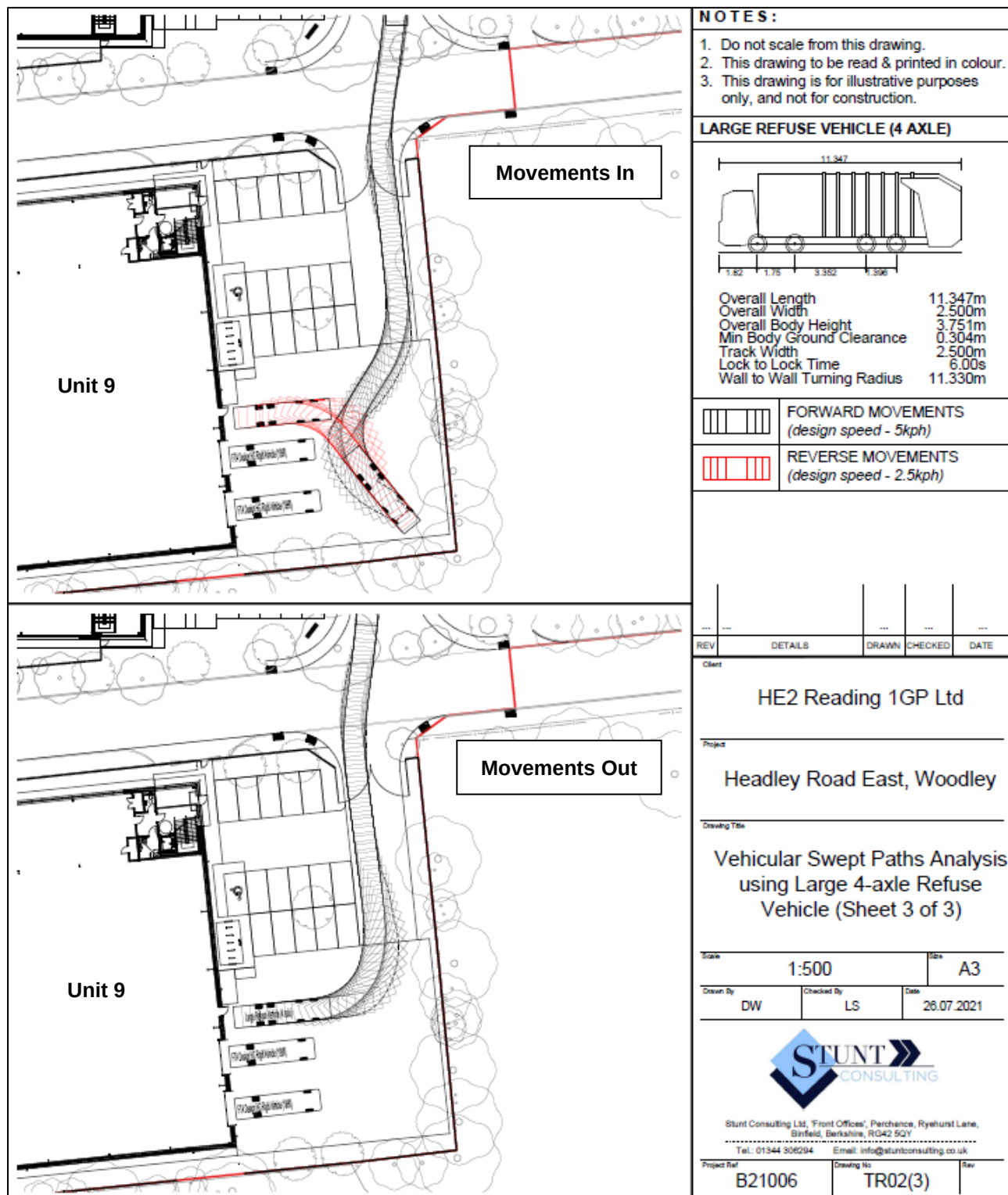
Rebecca Shaw

Acoustic Consultant

ACCON UK Limited

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Appendix 2: HGV Movements Arriving and Departing from the Site



Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



7. WBC EHO comments on ACCONs technical note V1 dated 08.08.2024

MEMORANDUM

From:	Chris Christofis Env Protection Officer		
Service	WBC Environmental Health	App No:	241926
Address:	Land at Headley Road East, Woodley, RG5 4SN.		
Proposal:	Application to remove condition 32 of planning consent 213106 (granted at appeal, ref: APP/X0360/W/22/3306963) for the proposed erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings. Condition 32 refers to the timing of deliveries at units 9 and 10 and the proposed removal of the condition is to lift this restriction.		
Type of Development:	Major Heavy industry/storage/warehouse		
Site Visit Made:	No		

Summary Of Recommendations

- ☐ No comment
☐ No objection
☐ No objection subject to conditions (and reasons) **stated below**
☒ Request further information before determination as **stated below**
☐ Objection due to the reason(s) **stated below**

Comments On Proposal

On review of this application, I am mindful that this area is a mixed use with commercial units and residential properties in close proximity. The technical note and noise assessment submitted in support of this proposal by Accon UK Environmental Consultants contains information that is key for me to advise planning on the likely level of potential adverse effect or nuisance (if any) to nearby residential property that may be expected from the proposed change in operating hours for units 9 and 10.

It is generally accepted that noise at night has a higher impact than noise during the day, this proposal is to allow 24hr operation for units 9 and 10.

The report is supported by traffic flow data from Simone Surveys, I have spoken to Simone Surveys and find that this data has been electronically measured via strips across Viscount Way and can be relied upon to be accurate.

Clearly there is a high level of traffic along that road at night because some of the existing commercial/industrial units already operate 24hrs.

I accept that existing background noise levels in the area are higher at night than one would expect in a purely residential area. The measurement data provided by Accon shows no to low adverse effect on nearby residential properties from the change to operating hours of units 9 and 10, this would seem to indicate that this proposal is viable, however in order to be comprehensive in my assessment of the information provided and confident to advise planning I would like to ask for some additional information/clarification please.

I am aware there is a level of uncertainty involved in predicting data and dB penalties are recommended in a BS4142 noise assessment for Impulsiveness, intermittency and tonal noise.

Ref [ANC BS 4142 Technical Note v1.0 \(association-of-noise-consultants.co.uk\)](https://www.aon.co.uk/resources/anc-bs-4142-technical-note-v1.0).
[Method implementation document \(MID\) for BS 4142 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/674442/BS4142-MID.pdf)

I would like to ask for some additional information as below.

- 1) Why was the noise assessment provided not in a BS4142 format separate from previous submissions.
- 2) Key in advising planning is how much additional traffic is expected as a result of this change to condition 32 and 24 hr operation of units 9 and 10, could this predicted data be provided please, including vehicle type.
- 3) The NSR (nearest sensitive receptor) for noise for unit 10 is shown as Lilly May Court, there are some other residential properties also in close proximity to the expected loading area for unit 10 along Bakers Place, are these considered to be shielded from loading unloading noise by the fabric of the building? In which case can a drawing clearly defining this and showing the expected loading unloading area(s) be presented and the reasoning shown in the report.
- 4) Is there any plant involved in this proposal to change operating hours for units 9 and 10 that is not currently running at night, this would be inclusively assessed in a BS4142 assessment.

I will be grateful for the additional information

Conditions & Reasons (if required)			
Date:	08/08/2024	Signed:	C Christofis

Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



8. WBC EHO comments on ACCONs technical note V2 dated 11.09.2024

MEMORANDUM

From:	Chris Christofis Env Protection Officer	To (Case Officer):	Joanna Carter
Service	WBC Environmental Health	App No:	241926
Address:	Land at Headley Road East, Woodley, RG5 4SN.		
Type of Development:	Major Heavy industry/storage/warehouse		
Proposal:	Application to remove condition 32 of planning consent 213106 (granted at appeal, ref: APP/X0360/W/22/3306963) for the proposed erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings. Condition 32 refers to the timing of deliveries at units 9 and 10 and the proposed removal of the condition is to lift this restriction.		
Site Visit Made:	No		

Summary Of Recommendations

- ☐ Recommend approval but with condition(s) & reason(s) **stated below**.
- ☐ Recommend approval with no conditions
- ☒ Recommend refusal for the reason(s) **stated below**.
- ☐ Negotiate the amendments **stated below**; or
- ☐ Request further information before determination as **stated below**.

Comments On Proposal

I previously asked for additional information to be able to advise planning on this application. Accon UK, to their credit, have responded with a very well-presented technical note. I have carefully considered this excellent report.

Transferring the measured data against predicted noise levels into a BS4142 format this has thrown up some dB level that rise to 5dB above background during the nighttime hours.

I am always reticent to recommend the refusal of an application and try to look at all options.

In this case, I am very familiar with the area, and Lilly May Court, and this application puts the local authority in a difficult position, whilst it is true there is 24hr operation for some of the units in the vicinity, this particular application involves units that are

very close to this block of residential flats, with a degree of uncertainty/variety in noise levels, the predicted 5dB above background described by the consultants as a lowest observed adverse effect level (LOAEL) could easily increase at times to a significant observable adverse effect level (SOAEL) in my opinion. I find a significant risk that residents could suffer disturbed sleep as a consequence of this application.

For this reason, in order to be in compliance with our policy on noise CC06 and to protect the health of the occupants of Lilly May Court, having carefully considered all of the technical data, I am inclined to recommend to planning that this application does not progress and the permitted operational hours for these units remains the same as they currently are.

Conditions & Reasons (if required)			
Date:	11/09/2024	Signed:	C Christofis

Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



9. WBC/ PRC comments on ACCONs technical note V2 dated 19.09.2024 –
20.10.2024

From: Joanna Carter <Joanna.Carter@wokingham.gov.uk>
Sent: 20 October 2024 19:42
To: Chris Malone <chris.malone@prc-group.com>
Cc: Brian Conlon <Brian.Conlon@wokingham.gov.uk>
Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Chris,

Thank you for your email and for additional information. I will liaise with our EPO on the contents of your email.

Have a good evening.

Kind Regards,

Joanna

Joanna Carter LLB LLM MA
Principal Planning Officer
Development Management and Compliance
Place & Growth
Wokingham Borough Council
Email: Joanna.Carter@wokingham.gov.uk
Telephone: 01182378670 **Mobile:** 0771 406 9 407

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Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

From: Chris Malone <chris.malone@prc-group.com>
Sent: 02 October 2024 17:30
To: Joanna Carter <Joanna.Carter@wokingham.gov.uk>
Cc: Brian Conlon <Brian.Conlon@wokingham.gov.uk>
Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Joanna,

Accon have had the opportunity to review the Memorandum from Chris Christofis (Environmental Protection Officer) to the Planning Case Officer dated 11th September 2024 and provided the following comments:

Noting the concerns of Chris Christofis, ACCON have carried out a further review of the predicted noise levels from deliveries and those time periods when the BS4142 assessment has identified an exceedance of +4dB (0300hrs to 0400hrs) and +5dB (0400hrs to 0500hrs).

BS4142 identifies that context is important in determining whether adverse impacts are likely to occur and therefore Table 1 below provides a comparison between the existing measured noise levels at Lilly May Court and the predicted delivery noise levels.

Table 1: Comparison of measured and predicted noise levels

Time Period (hrs)	Measured Existing Noise Level (L_{Aeq})	Predicted Noise Levels from deliveries (L_{Aeq})	Difference between existing measured noise levels and predicted delivery noise level (dBA)
0300 - 0315	55.6	34	-21.6
0315 - 0345	50.1	34	-16.1
0330 - 0345	44.6	34	-10.6
0345 - 0400	58.3	34	-24.3
0400 - 0415	54.0	34	-20.0
0415 - 0430	57.9	34	-23.9
0430 - 0445	61.6	34	-27.6
0445 - 0500	56.5	34	-22.5

It will be noted that the minimum difference between the measured noise level at Lilly May Court and the predicted noise level is -10.6 dBA, which in ACCON's consideration is a very strong indication that noise from delivery vehicles should not result in noise disturbance to residents of Lilly May Court. Additionally, assuming a reduction in noise levels of 15 dB for open windows, the internal delivery noise level would be 19 dBA within bedrooms, which is significantly below the night-time guideline level in BS8233 of 30 L_{Aeq} and therefore is very unlikely to result in sleep disturbance. For other 15 minute periods of time during the period 0300hrs to 0500hrs the predicted noise levels are much lower than the measured noise levels.

Accordingly, ACCON consider that the proposal to remove the constraint on the permitted operational hours for Units 9 & 10 is entirely in line with Policy CC06 in respect of noise.

Kind regards,

Chris

Chris Malone
Planner
PRC Architecture & Planning

reception: 0203 595 3540
website: www.prc-group.com

Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

From: Joanna Carter <Joanna.Carter@wokingham.gov.uk>

Sent: 19 September 2024 10:39

To: Chris Malone <chris.malone@prc-group.com>

Cc: Brian Conlon <Brian.Conlon@wokingham.gov.uk>

Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Chris,

Your email was timed quite well as I have just been discussing this application with my manager. Attached are comments from our Environmental Health officer who raised concerns with regard to the proposal, based on the additional technical information submitted on 10 September 2024. As such, unfortunately I am minded to refuse the application, unless it can be demonstrated that these concerns can be overcome. If this cannot be achieved, it is open to the applicant to withdraw the application or proceed to the determination. I would be grateful if you could advise as to the position your client wishes to take.

Kind Regards,

Joanna

Joanna Carter LLB LLM MA

Principal Planning Officer

Development Management and Compliance

Place & Growth

Wokingham Borough Council

Email: Joanna.Carter@wokingham.gov.uk

Telephone: 01182378670 **Mobile:** 0771 406 9 407

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Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



10. WBC/ PRC post October 2024 meeting summary email exchange
23.10.2024 – 29.10.2024

From: Joanna Carter

Sent: 29 October 2024 08:03

To: Chris Malone <chris.malone@prc-group.com>

Subject: RE: 241926 - Land at Headley Road East (EH comments)

Good morning Chris,

I hope you are well. Further to your email below and to discussion held with our Environmental Health team, please see the feedback received in response; please can the information requested be supplied:

Graham from the acoustic consultants Accon, made the suggestion that a published noise management plan would be beneficial in maintaining smooth and quiet operations for the new units, I agree. To that end may I suggest simple noise management plan is created and included in the application for variation. I am sure Accon can devise a suitable plan without difficulty, If I may respectfully suggest that it covers:

- Responsible site supervisor (either whole site or each unit) who will be responsible for the noise management plan.
- Publish the allowed operations times.
- Gates, if gates are to be installed these should be of a type that open and close with a quiet operation, automatic gates are often the best in this regard.
- Agreed noise barriers are to be maintained and kept functional.
- Lorry access, tuning and egress from the loading areas, if the plan could include a brief route map or description and require that the route is keep clear of vehicles/obstructions for ease of access and to minimise reversing time.
- Other vehicle permitted on site, engine running/reversing should be in line with permitted operations hours.
- Regular monitoring for noise incidents and logging and if necessary reporting to the local authority of any significant noise issue, e.g. vehicles from other operations/sites idling near the new units.

This request is made without prejudice to the outcome of the application. Consequently, please can you confirm the amendment to the description of this proposal as follows:

Application to *vary* condition 32 of planning consent 213106 (granted at appeal, ref: APP/X0360/W/22/3306963) for the proposed erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings. Condition 32 refers to the timing of deliveries at units 9 and 10 and the proposed *variation is to the wording of the condition to lift this restriction in respect of Unit 9 only.*

Separately, I would be grateful if you could please give me a call on the number below to discuss both applications pertaining to this development and procedural matters that arise. I am available until 11.00 am today.

Kind Regards,

Joanna

Joanna Carter LLB LLM MA
Principal Planning Officer
Development Management and Compliance
Place & Growth
Wokingham Borough Council
Email: Joanna.Carter@wokingham.gov.uk
Telephone: 01182378670 **Mobile:** 0771 406 9 407

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Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

From: Joanna Carter
Sent: 24 October 2024 12:02
To: Chris Malone <chris.malone@prc-group.com>
Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Chris,

Many thanks for your email and for your time yesterday. I will liaise with our EH officer and get back to your.

Kind Regards,

Joanna

Joanna Carter LLB LLM MA
Principal Planning Officer
Development Management and Compliance
Place & Growth
Wokingham Borough Council
Email: Joanna.Carter@wokingham.gov.uk
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From: Chris Malone <chris.malone@prc-group.com>

Sent: 23 October 2024 17:11

To: Joanna Carter <Joanna.Carter@wokingham.gov.uk>

Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Joanna,

Thank you and Chris for your time in the meeting earlier, it was an informative discussion, and I appreciate Chris has concerns about how unit 10 may work in practice.

I took it that Chris isn't concerned with Unit 9 and as such if we were to remove unit 10 from the application and change condition 32 to read 'no deliveries shall be accepted or dispatched from Unit 10 between 2300hrs and 0700hrs the following day.' Would this be acceptable and approvable?

Thanks,

Chris

Chris Malone
Planner

PRC Architecture & Planning

reception: 0203 595 3540

website: www.prc-group.com

Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



11. WBC/ PRC email exchanges 18.02.2025 – 19.02.2025

From: Joanna Carter
Sent: 19 February 2025 12:08
To: Chris Malone <chris.malone@prc-group.com>
Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Chris,

We would accept a rubber block.

Kind Regards,

Joanna

Joanna Carter LLB LLM MA
Principal Planning Officer
Development Management and Compliance
Place & Growth
Wokingham Borough Council
Email: Joanna.Carter@wokingham.gov.uk
Telephone: 01182378670 **Mobile:** 0771 406 9 407

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From: Chris Malone <chris.malone@prc-group.com>
Sent: 19 February 2025 11:12
To: Joanna Carter <Joanna.Carter@wokingham.gov.uk>
Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Joanna,

Would you accept the introduction of a rubber block to the stop on the secondary gate leaf to minimise the noise when the gates close?

Regards,

Chris

Chris Malone
Planner
PRC Group

reception: 0203 595 3540

website: www.prc-group.com

Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

From: Joanna Carter <Joanna.Carter@wokingham.gov.uk>

Sent: Wednesday, February 19, 2025 10:45 AM

To: Chris Malone <chris.malone@prc-group.com>

Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Chris,

Thank you for checking with architects. We would suggest that some form of silent (or quiet) closing mechanism is incorporated as, ultimately, the frequency of gates opening will depend on the end user of the site, who may prefer a higher level of security whilst requiring frequent deliveries. I would suggest it is in the applicant's interest that an appropriate solution is found given the sensitivity of the neighbouring noise receptors, in particular during the requested night operating hours. I appreciate electric sliding gates might not be feasible, but we would be content to consider alternative solution the applicant may wish to put forward before the ONMP is updated.

Kind Regards,

Joanna

Joanna Carter LLB LLM MA

Principal Planning Officer

Development Management and Compliance

Place & Growth

Wokingham Borough Council

Email: Joanna.Carter@wokingham.gov.uk

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Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

From: Chris Malone <chris.malone@prc-group.com>

Sent: 19 February 2025 10:14

To: Joanna Carter <Joanna.Carter@wokingham.gov.uk>
Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Joanna,

The architects have come back and said that the gates to Units 9 & 10 are manual and would likely only be closed when necessary, therefore doubt they would be opened and closed regularly making any noise. Will the EHO accept us updating the ONMP to state this instead?

Regards,

Chris

Chris Malone
Planner
PRC Group

reception: 0203 595 3540
website: www.prc-group.com

Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

From: Chris Malone
Sent: Tuesday, February 18, 2025 4:28 PM
To: 'Joanna Carter' <Joanna.Carter@wokingham.gov.uk>
Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Joanna,

Thanks for the comments, I have asked that the ONMP is amended.

Yes I believe they are.

Yes EoT agreed, can I take from these comments that the s73 is heading for approval pending amendments regarding the gates?

Regards,

Chris

From: Joanna Carter <Joanna.Carter@wokingham.gov.uk>
Sent: Tuesday, February 18, 2025 1:03 PM
To: Chris Malone <chris.malone@prc-group.com>
Subject: RE: 241926 - Land at Headley Road East (EH comments)

Hi Chris,

I was just trying to give you a call – sorry I was not able to get through. I have just had a discussion with our EH officer on the submitted documents. Given the sensitivity of the site, please can the design of gates' opening system be amended to incorporate a soft-

closing/quiet closing solution? This would need to be incorporated in Appendix 1 of the Operational Noise Management Plan.

Could you also please confirm whether site team contact details are displayed on site hoarding for residents to use in the event of issues being experienced by residents please?

On the assumption that the requested details can be provided by the end of this week, could you please confirm an EoT to 28 February 2025 is agreed?

Kind Regards,

Joanna

Joanna Carter LLB LLM MA
Principal Planning Officer
Development Management and Compliance
Place & Growth
Wokingham Borough Council
Email: Joanna.Carter@wokingham.gov.uk
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Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



12. PRC drawing – approved Proposed Site Plan - 11359_PL_103G

- A. Cycle and MC parking highlighted and numbers added to schedule. AMc Oct 21
- B. Visitor cycle parking noted, passive EV charge points, no through route signage and Units 9 & 10 motorcycle parking revised. AMc Nov 21
- C. Acoustic barrier added to Unit 9 yard. AMc Dec 21
- D. Green screens to Units 9 & 10 added. Tree planting to Unit 10 enhanced and positions amended within buffer zone. AMc March 21
- E. GIA area schedule added. EG April 23
- F. Area schedule updated. AMc April 23
- G. Heritage board add to Headley Road East. AMc Feb 25

GIA (ft²)				GIA (m²)			
Ground	First	GIA (ft²)		Ground	First	GIA (m²)	
1. 15,919.82	2,389.59	18,309.41	1,701	1. 16,565	2,788	19,353	1,798
2. 9,741.34	1,636.11	11,377.45	1,057	2. 10,301	1,905	12,206	1,134
3. 8,503.49	1,410.07	9,913.56	921	3. 8,880	1,668	10,548	980
4. 14,692.74	2,271.19	16,963.92	1,576	4. 15,285	2,551	17,836	1,657
5. 11,851.07	1,959.03	13,810.10	1,283	5. 12,573	2,390	14,963	1,390
6. 26,425.40	3,842.72	30,268.12	2,812	6. 27,631	4,445	32,076	2,980
7. 22,119.84	3,110.77	25,230.61	2,344	7. 23,035	3,616	26,651	2,476
8. 17,243.78	2,594.10	19,837.89	1,843	8. 18,019	3,025	21,044	1,955
9. 12,992.04	2,238.89	15,230.93	1,415	9. 13,778	2,616	16,394	1,523
10. 10,828.49	1,969.80	12,798.29	1,189	10. 11,560	2,067	13,627	1,266
T. 150,318.01	23,422.27	173,740.28	16,141	T. 157,627	27,071	184,698	17,159

GEA (ft²)				GEA (m²)				Parking		
Ground	First	GEA (ft²)		Ground	First	GEA (m²)		Car	MC	Cycle
1. 16,565	2,788	19,353	1,798	1. 16,565	2,788	19,353	1,798	22	1	10
2. 10,301	1,905	12,206	1,134	2. 10,301	1,905	12,206	1,134	11	-	6
3. 8,880	1,668	10,548	980	3. 8,880	1,668	10,548	980	11	-	6
4. 15,285	2,551	17,836	1,657	4. 15,285	2,551	17,836	1,657	20	1	8
5. 12,573	2,390	14,963	1,390	5. 12,573	2,390	14,963	1,390	14	1	8
6. 27,631	4,445	32,076	2,980	6. 27,631	4,445	32,076	2,980	32	1	16
7. 23,035	3,616	26,651	2,476	7. 23,035	3,616	26,651	2,476	26	1	14
8. 18,019	3,025	21,044	1,955	8. 18,019	3,025	21,044	1,955	22	1	10
9. 13,778	2,616	16,394	1,523	9. 13,778	2,616	16,394	1,523	16	1	8
10. 11,560	2,067	13,627	1,266	10. 11,560	2,067	13,627	1,266	14	1	8
T. 157,627	27,071	184,698	17,159	T. 157,627	27,071	184,698	17,159	188	8	94

SITE AREA 3.06H / 7.58A
DEVELOPMENT DENSITY 55.8% GEA

- KEY
- APPLICATION AREA
 - SOFT LANDSCAPE
 - NEW SWALE
 - PROPOSED 2.5m WELDMESH FENCE
 - PROPOSED 2.5m ACOUSTIC BARRIER
 - EXISTING ACOUSTIC BARRIER
 - EXISTING BUILDINGS
 - TARMACADAM SURFACING
 - BRUSHED CONCRETE SERVICE YARD
 - NATURAL BLOCK PAVING TO VEHICLE AREAS
 - CHARCOAL BLOCK PAVING TO PEDESTRIAN AREAS
 - WELL CONSOLIDATED GRAVEL
 - AC AIR CONDITIONING PLANT ENCLOSURE
 - MC MOTORCYCLE PARKING
 - COVERED CYCLE SHELTER FOR VISITORS AND EMPLOYEES
 - DK DROP KERB
 - TWIN ELECTRIC VEHICLE CHARGING POINTS
 - PASSIVE ELECTRIC VEHICLE CHARGING POINTS
 - PROPOSED TREES
 - EXISTING TREES
 - TREES TO BE REMOVED
 - GREEN PLANTING SCREEN

Client:
HE2 READING 1 GP LTD (LONDON)



Project:
HEADLEY ROAD EAST
WOODLEY

12 Warren Yard,
Warren Park,
Milton Keynes,
MK12 5HW
01908 305 246

info@prc-group.com
www.prc-group.com

Drawing Title:
PROPOSED SITE PLAN

Scale @ A1: 1:500
Checked by: AMc
Date: SEPT 21
Job No: 11359
Stage: PL 103
Rev: G

Issue Status:
Construction ☐ Preliminary ☐
Information ☐ Approval ☒
Tender ☐
Offices:
Working London
Milton Keynes
Warsaw

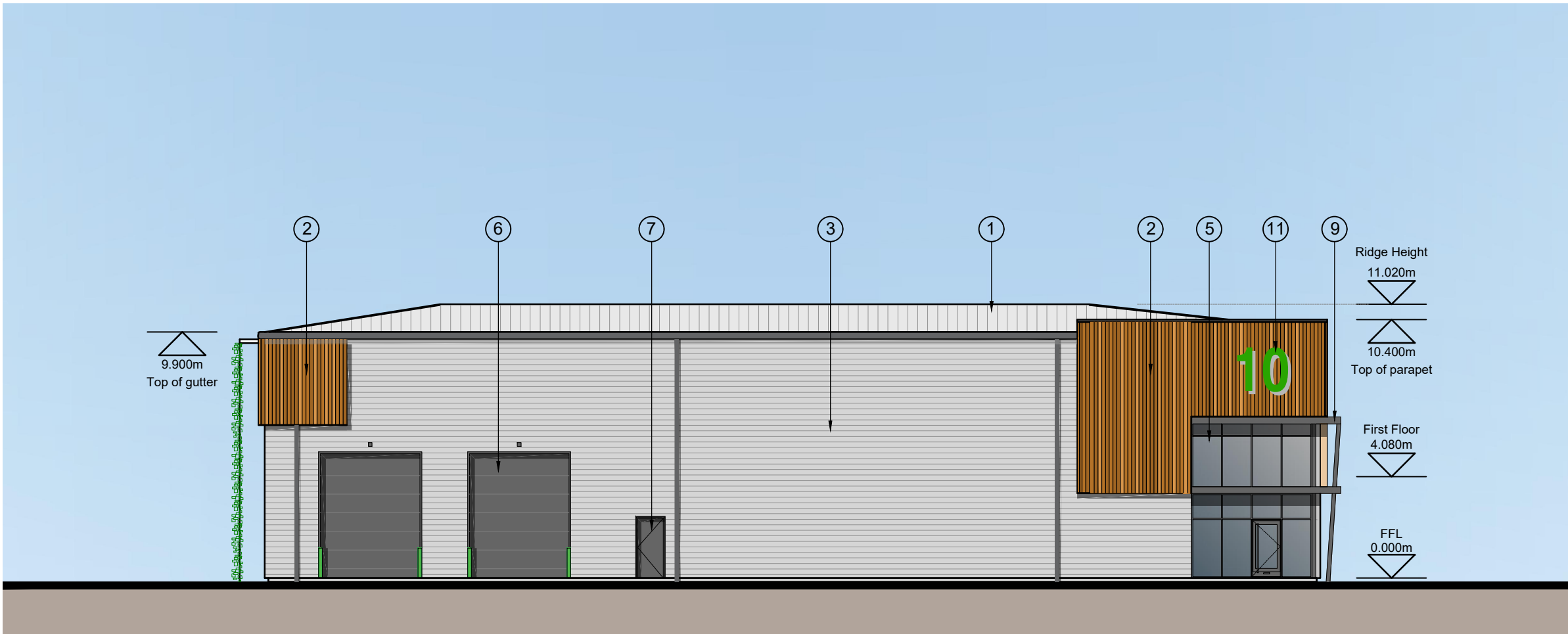
PRC Architecture & Planning



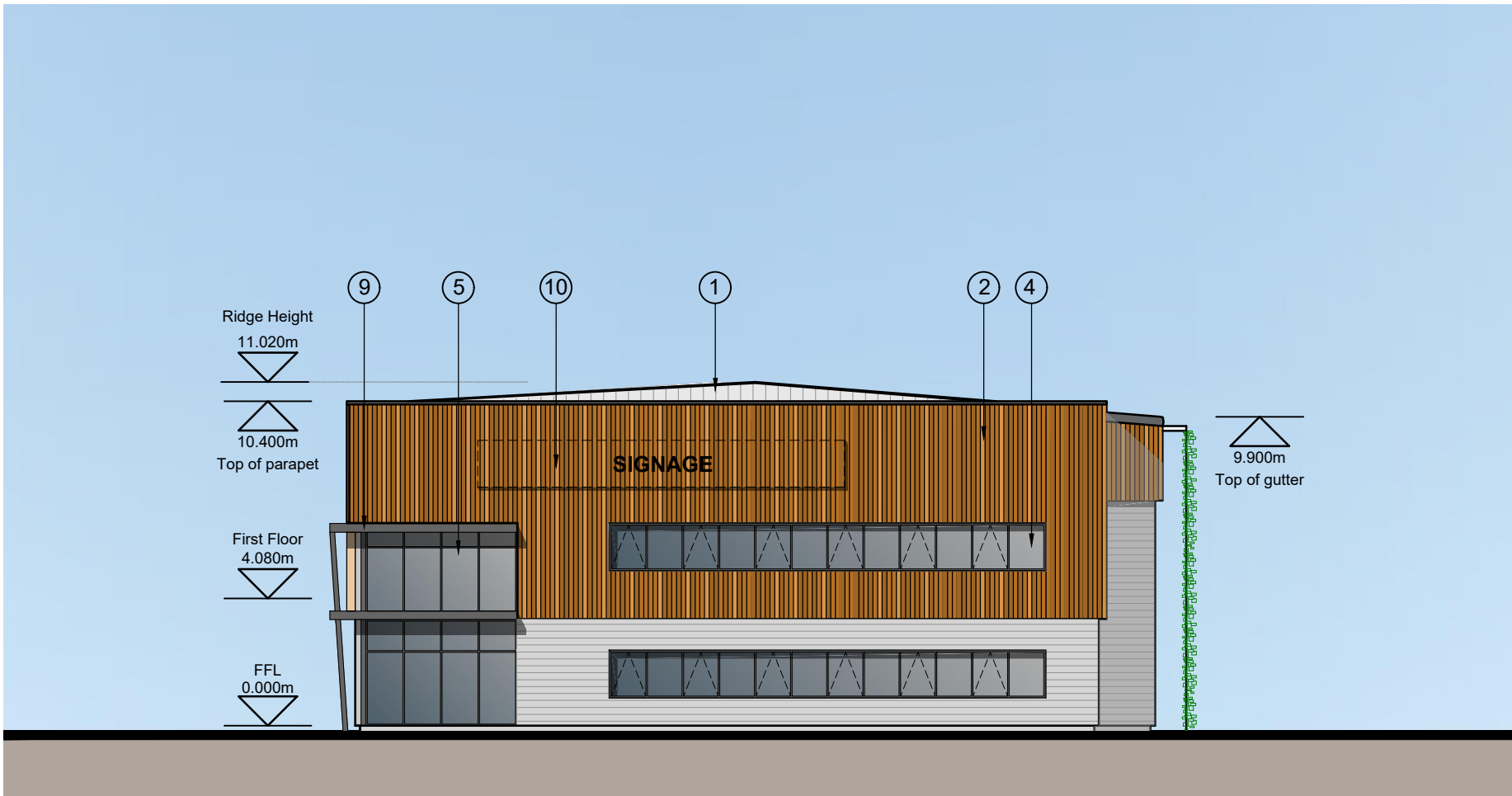
Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



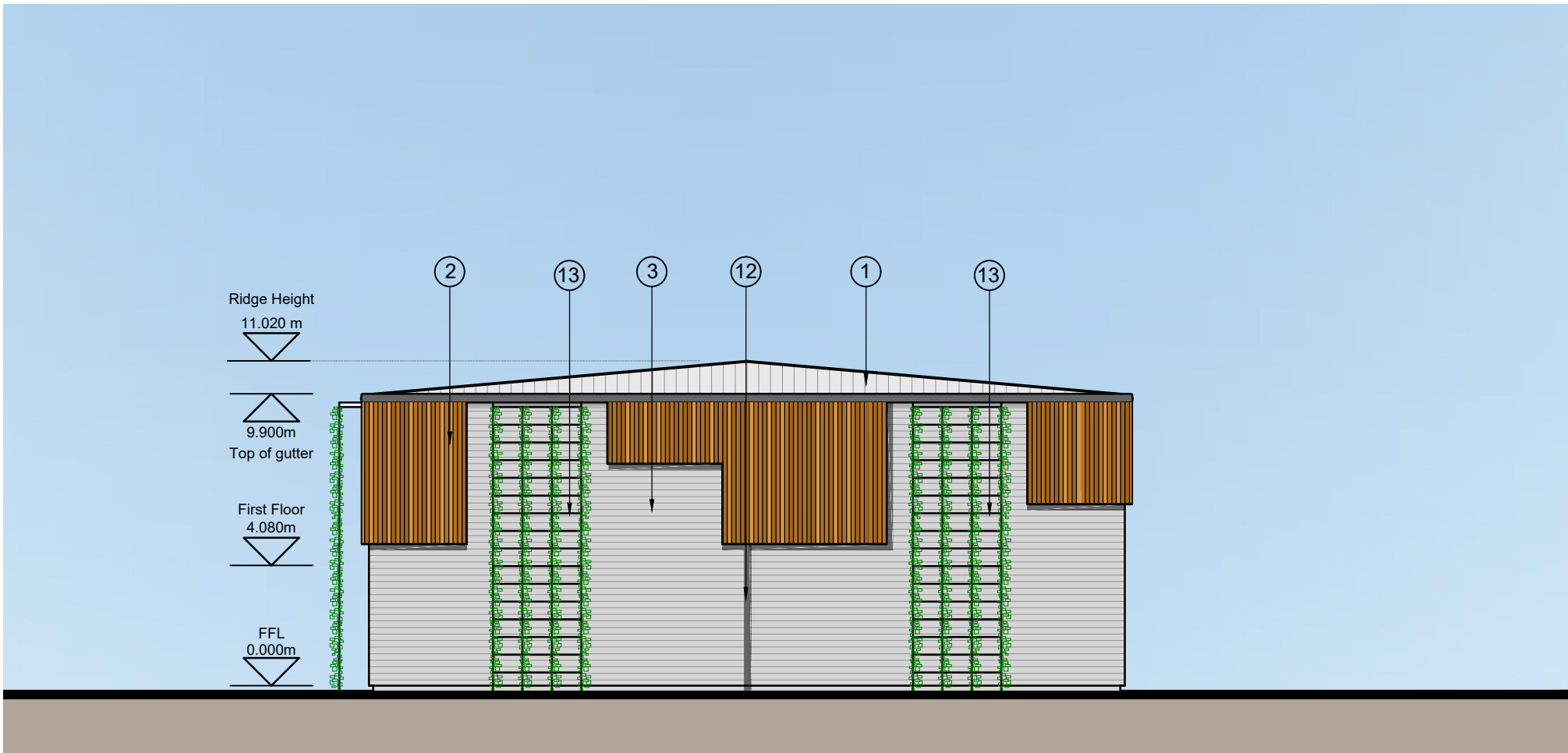
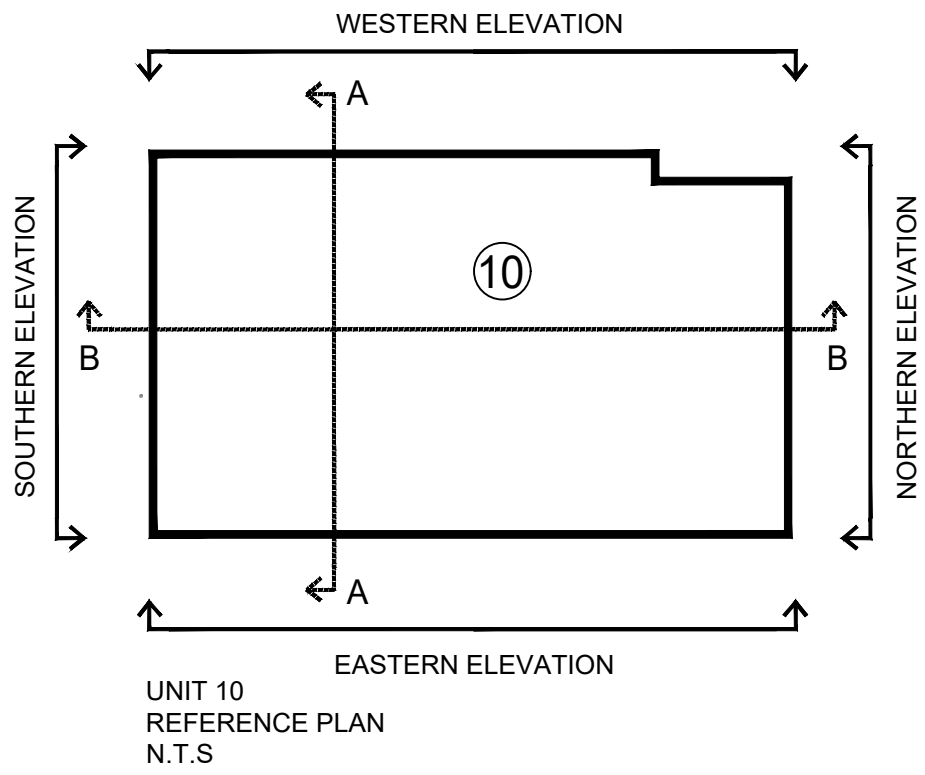
13. PRC drawing – approved proposed Elevations Unit 10 - 11359_PL_124A



EASTERN ELEVATION



NORTHERN ELEVATION

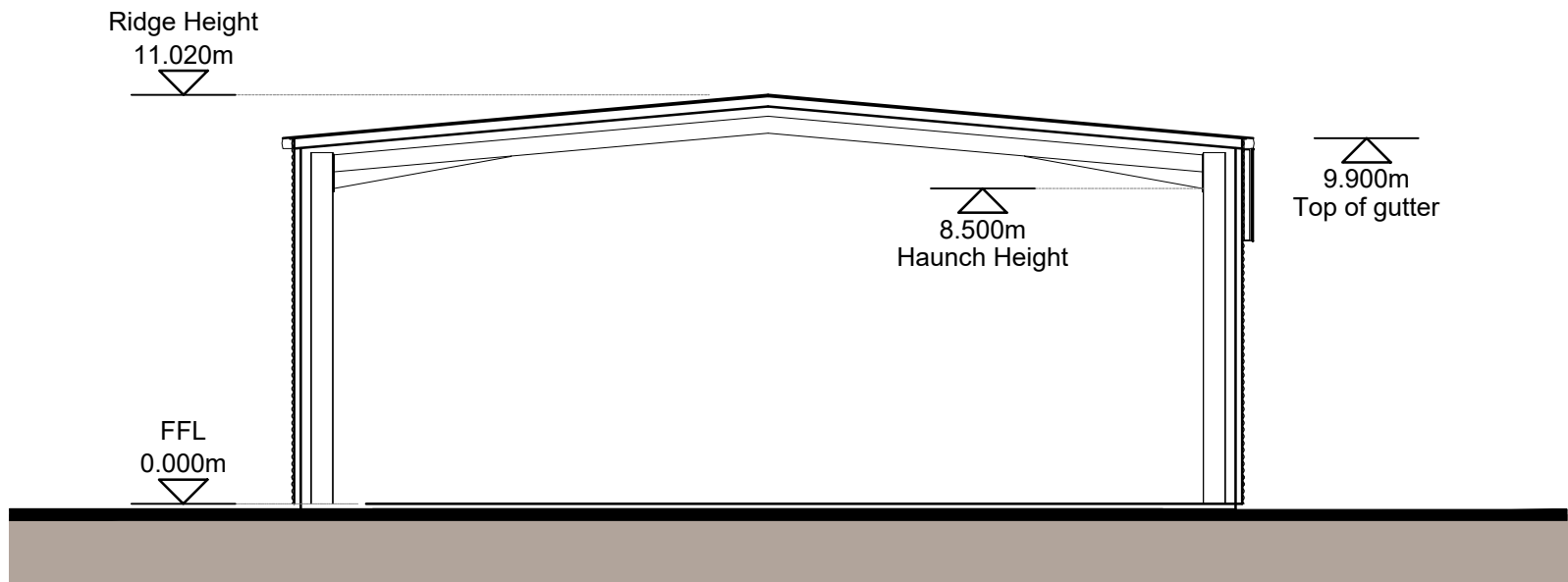


SOUTHERN ELEVATION

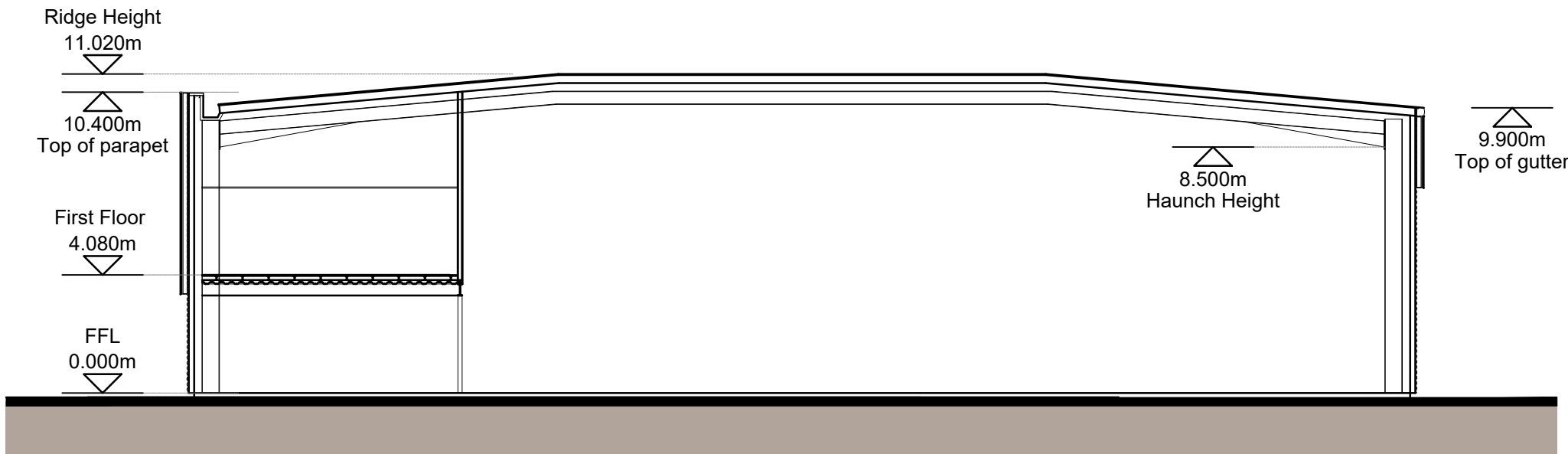


WESTERN ELEVATION

- MATERIALS KEY**
- ① PROFILED ROOF CLADDING (GOOSEWING GREY RAL 7038)
 - ② SIBERIAN LARCH CLADDING
 - ③ HORIZONTAL ARC PROFILE CLADDING (METALLIC SILVER RAL 9006)
 - ④ ALUMINIUM FRAMED WINDOWS (ANTHRACITE RAL 7016)
 - ⑤ ALUMINIUM FRAMED ENTRANCE DOORS AND FULL HEIGHT GLAZING (ANTHRACITE RAL 7016)
 - ⑥ LOADING BAY DOORS (ANTHRACITE RAL 7016)
 - ⑦ STEEL PERSONNEL DOORS (ANTHRACITE RAL 7016)
 - ⑧ STEEL BOLLARD (GREEN RAL 6018)
 - ⑨ MAIN ENTRANCE BRISE-SOLEIL
 - ⑩ SIGNAGE ZONE, INDICATIVE
 - ⑪ BACKLIT ILLUMINATED ALUMINIUM UNIT NUMERAL (RAL 6018 FACE)
 - ⑫ ALUMINIUM RAINWATER GOODS (ANTHRACITE RAL 7016)
 - ⑬ GREEN WALL



UNIT 10 SECTION AA



UNIT 10 SECTION BB

Client: HE2 READING 1 GP LTD (LONDON)

Project: HEADLEY ROAD EAST WOODLEY

Drawing Title: UNIT 10 PROPOSED ELEVATIONS & SECTION

Scale @ A1: 1:200

Checked by: JR

Date: SEPT 21

Job No: 11359

Stage: PL

Drawing No: 124

Rev: A

Issue Status: Construction ☐ Preliminary ☐ Information ☐ Approval ☒ Tender ☐

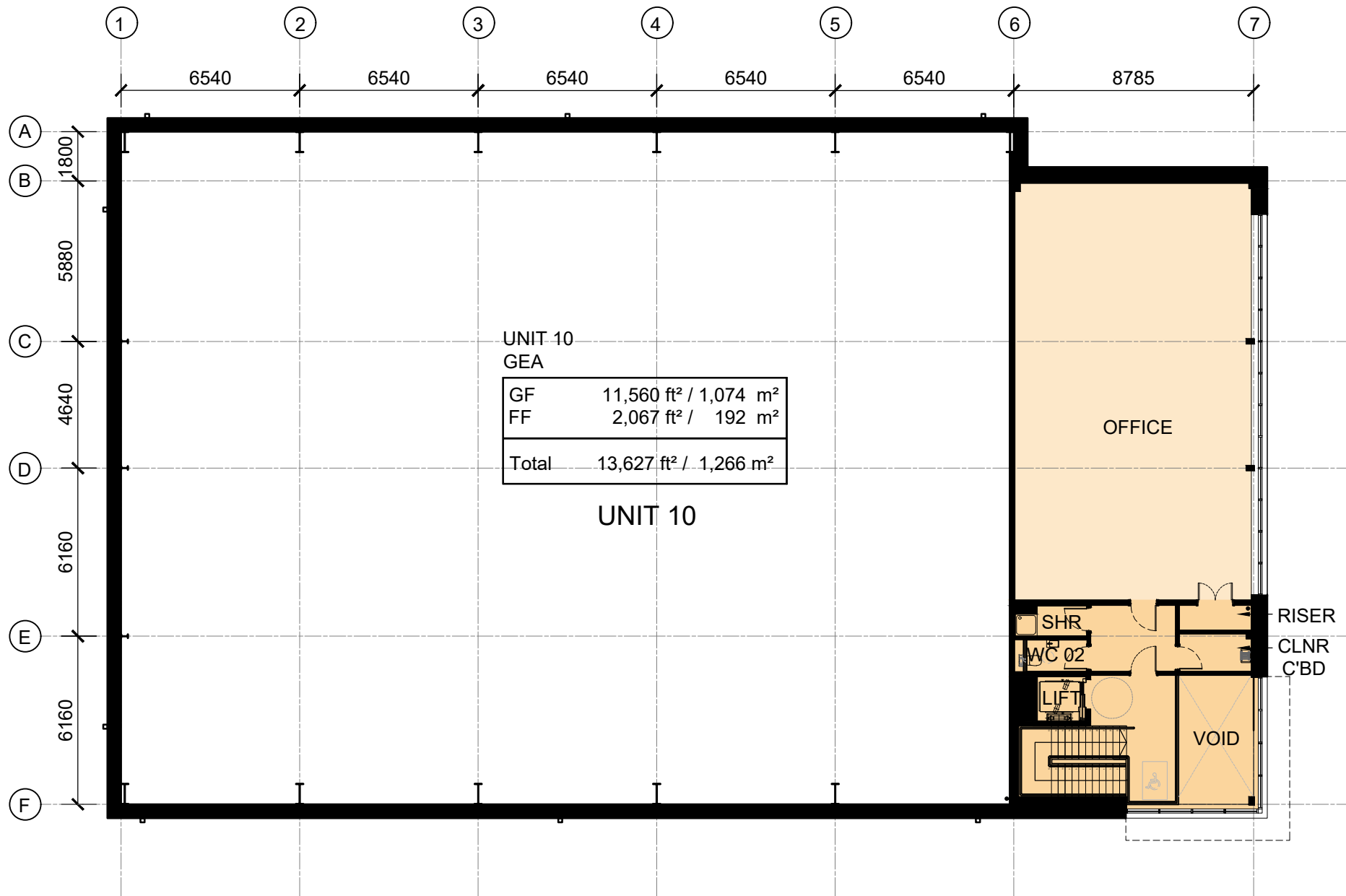
Offices: Woking London Milton Keynes Warsaw

PRC Architecture & Planning

Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



14. PRC drawing – approved proposed Floor Plan Unit 10 - 11359_PL_114



UNIT 10
FIRST FLOOR PLAN



UNIT 10
GROUND FLOOR PLAN

Client:
HE2 READING 1 GP LTD (LONDON)



Project:
HEADLEY ROAD EAST
WOODLEY

12 Warren Yard,
Warren Park,
Milton Keynes,
MK12 5NW
01908 305 246

info@prc-group.com
www.prc-group.com

Drawing Title:
UNIT 10
PROPOSED FLOOR PLANS

Scale @ A1: 1:200
Checked by: JR
Date: SEPT 21

Job No: 11359
Stage: PL
Drawing No: 114
Rev:

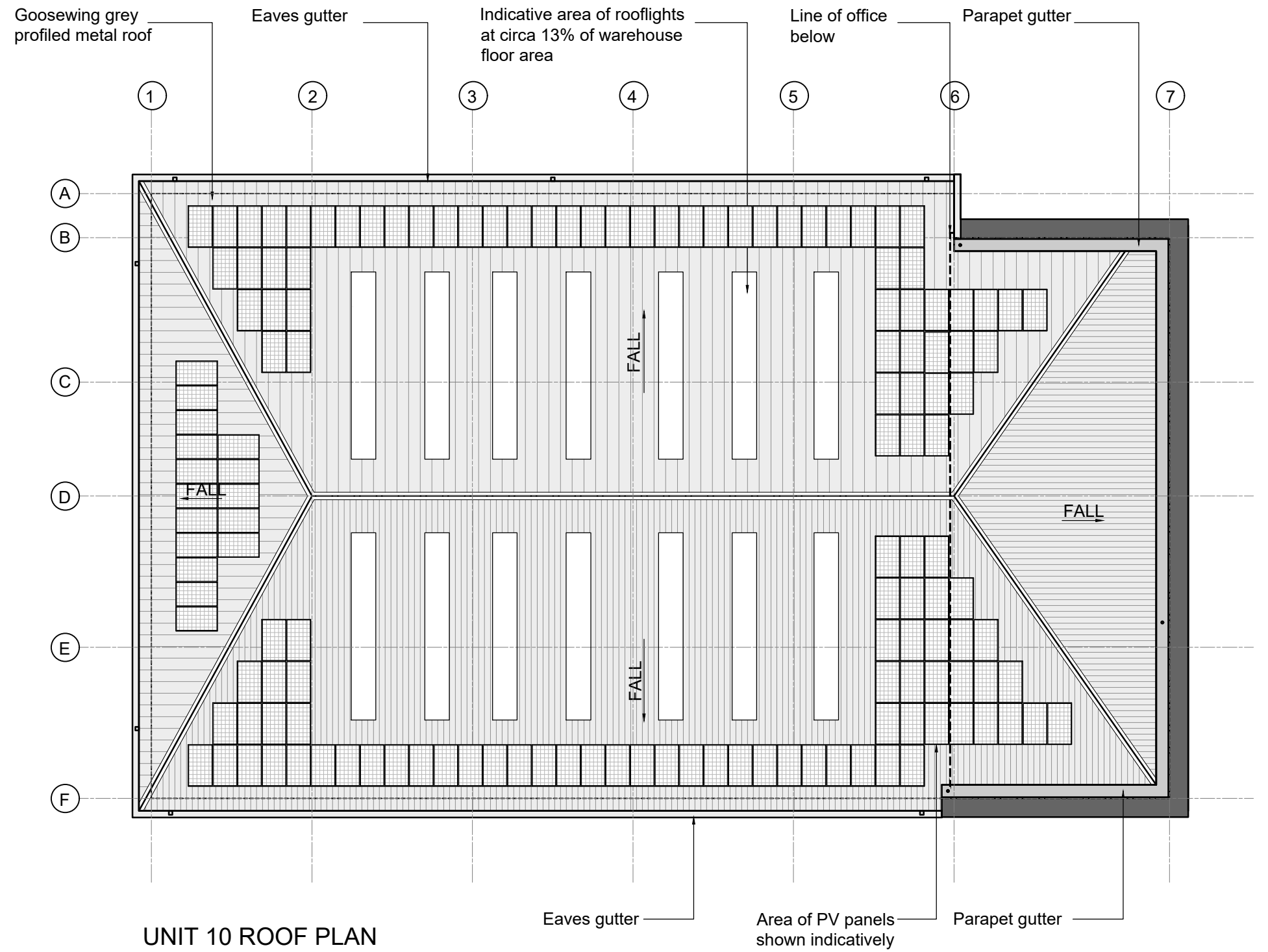
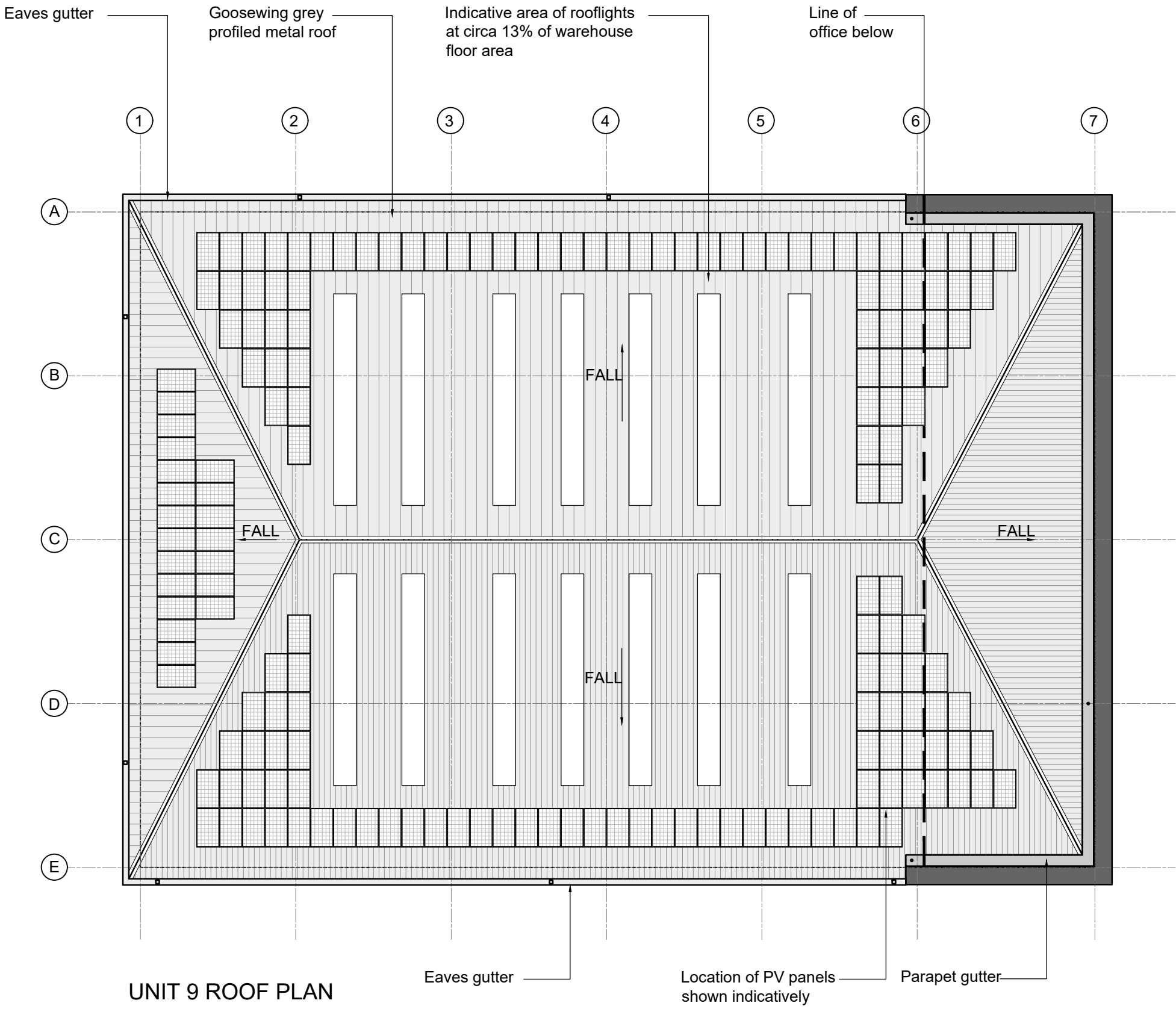
Issue Status:
Construction ☐ Preliminary ☐
Information ☐ Approval ☒
Tender ☐
Working ☐
London ☐
Milton Keynes ☒
Warsaw ☐

PRC Architecture & Planning

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Unit 10, Headley Road East, Woodley



15. PRC drawing – approved proposed Roof Plan Unit 10 - 11359_PL_133



Client:
HE2 READING 1 GP LTD (LONDON)



Project:
HEADLEY ROAD EAST
WOODLEY

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Warren Park,
Milton Keynes,
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Drawing Title:
UNIT 9 & 10
PROPOSED ROOF PLAN

Scale @ A1: 1:200
Checked by: JR
Date: SEPT 21

Job No: 11359
Stage: PL
Drawing No: 133
Rev:

Issue Status:
Construction ☐ Preliminary ☐
Information ☐ Approval ☒
Tender ☐

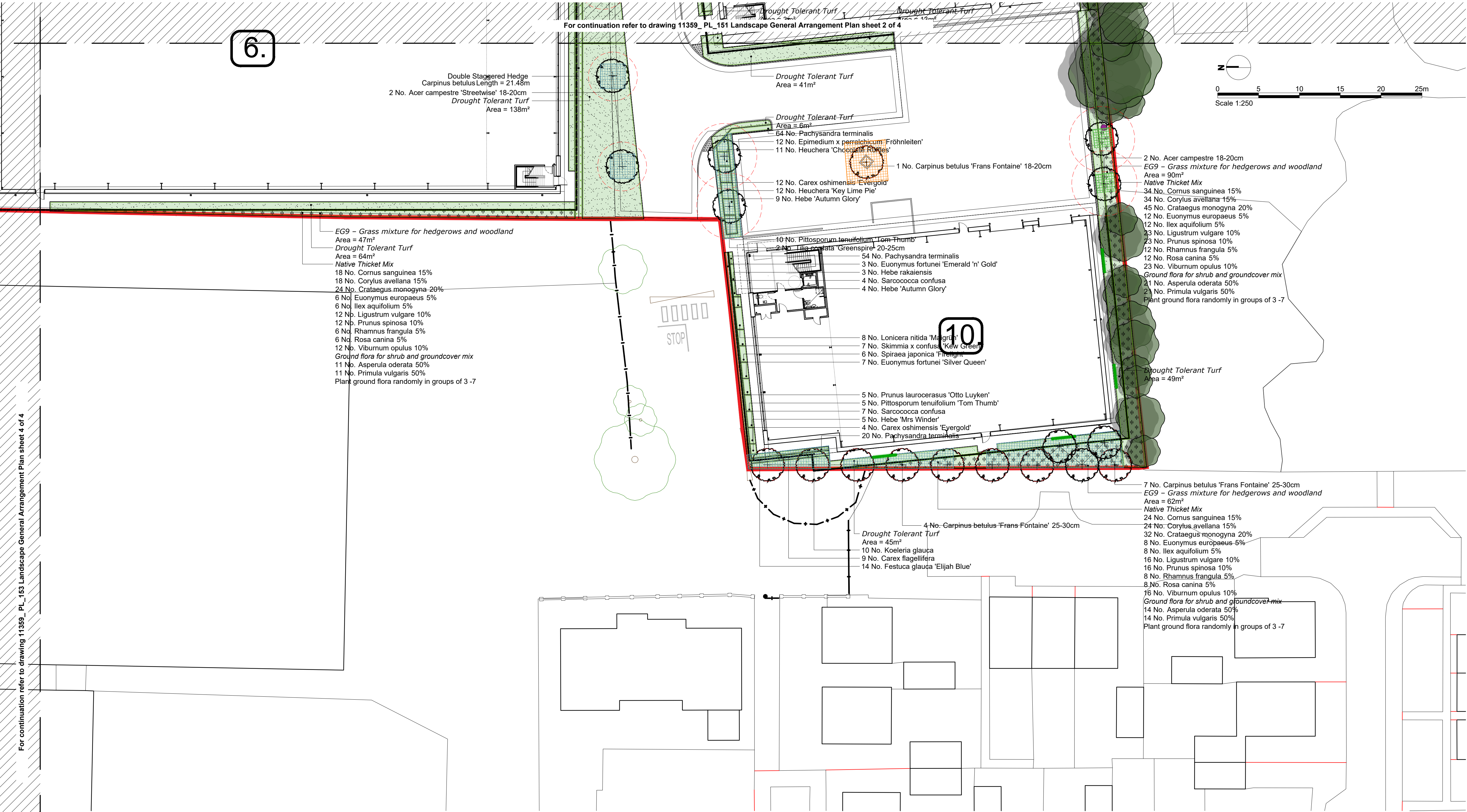
Architecture
Planning
Master Planning
Urban Design
Interiors
Landscape

Offices
Woking
London
Milton Keynes
Warsaw

Appeal Appendices: Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



16. PRC drawing – approved proposed Landscape GA - 11359_PL_152 D



Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to the PRC Group.

The copyright of the drawings and designs contained therein remains vested in the PRC Group.

Revisions:	Drawn/Chkd:	Date:
A. Planning comment incorporated	EM	OCT.'21
B. Minor amendments incorporated	EM	OCT.'21
C. Planning comments incorporated	EM	NOV.'21
D. Planning comments incorporated	EM	FEB.'22

- Legend**
- Detail planning application boundary
 - EXISTING TREES/ VEGETATION - TO BE RETAINED
 - PROPOSED SPECIMEN TREE
 - PROPOSED MULTISTEM
 - PROPOSED ORNAMENTAL HEDGE PLANTING - A clipped hedge, planted 450mm centers in a double staggered row. Rows 500mm apart and hedge to be maintained at 1.2m high.
 - PROPOSED THICKET MIX PLANTING - To be under planted with Ground Flora & Grass Mixture for Hedgerows and Woodland EG9 by Emorsgate Seeds sown at 5g/m2
 - PROPOSED SUDS TURF WFT-SUD-32 Mix by Wildflower Turf Ltd or similar approved. To be installed as per manufactures instructions and soil profile to be provided by soil specialists.
 - PROPOSED WILDFLOWER SEED MIX EM3 - Special General Purpose Meadow Mixture by Emorsgate Seeds sown at 4g/m2. To be installed as per manufactures instructions and soil profile to be provided by soil specialists.
 - PROPOSED DROUGHT TOLERANT TURF
 - PROPOSED ORNAMENTAL GROUND COVER SHRUB PLANTING
 - PROPOSED WETLAND PLANTING MIX
 - PROPOSED STONE BOULDERS IN SWALE - Groups of 2-5
 - PROJECTED CANOPY RADIUS ON PLAN Est Tree Canopy @ 25 yrs
 - Jakob Webnet or similar approved 3m The Webnet, will be clad with Ivy climbing plants and be a free-standing
 - ECOLOGICAL ENHANCEMENTS - All shown indicatively**
 - BAT BOXES To be installed as per the ecologists recommendations
 - BIRD BOXES To be installed as per the ecologists recommendations
 - HABITAT PILES To be made from tree removed on site. To be installed as per the ecologists recommendations
- For planting schedule please refer to drawing 11359_PL_153 Landscape GA Sheet 4 of 4.

For continuation refer to drawing 11359_PL_153 Landscape General Arrangement Plan sheet 4 of 4

Tree Pl Extents - see drawing 12_159 for details

- Tree Type 1 - as per Product GBU 3112
- Tree Type 2 - 7.2m² minimum or trench as per drawing
- Tree T3 as per drawing - Product GBU 3108
- Tree Type 4 - 5m² or tree trench as per drawing



Client:
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PRC

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HEADLEY ROAD EAST
WOODLEY

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Drawing Title:
LANDSCAPE GENERAL
ARRANGMENT PLAN
SHEET 3 OF 4

Scale @ A1:	Checked by :	Date :	Master Planning Urban Design Interiors Landscape
1/250	JR	SEP.'21	
Job No:	Stage :	Drawing No :	
11359	PL	152	

Issue Status:
Construction ☐ Preliminary ☐
Information ☐ Approval ☒
Tender ☐

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PRC Architecture & Planning

Appeal Appendices:

Land Parcel at 476908, 173057
Unit 10, Headley Road East, Woodley



17. WBC Planning Framework 2014 Policy CC06



Wokingham Borough Development Plan

Adopted Managing Development Delivery Local Plan

Enhancing the Borough's environment and
character through exceptional development

February 2014

[Sustainable Design and Construction SPD and Companion Document](#) (2010)

[Borough Design Guide SPD](#) (2012)

[Sustainable Environment Strategy 2010 – 2020](#) (2010)

[Affordable Housing Viability Study](#) (2008)

[Climate Berkshire Reports](#) (Phase I and II) (2009 and 2010)

Policy CC06: Noise

1. Proposals must demonstrate how they have addressed noise impacts to protect noise sensitive receptors (both existing and proposed) from noise impacts in line with Appendix 1 of the MDD.
2. Noise impact of the development must be assessed. Where there is no adverse impact (No Observed Effect Level) then noise will not be a material consideration.
3. Where there is an adverse effect (Lowest Observed Adverse Effect Level to Significant Observed Adverse Effect Level), then
 - a) The development layout must be reviewed. Where this results in there no longer being an adverse impact then design and mitigation measures should be incorporated accordingly.
 - b) Where there is still an adverse impact then internal layout must be reviewed. Where this results in there no longer being an adverse impact then design and measures should be incorporated accordingly.
 - c) Where there is still an adverse impact then physical mitigation measures such as barriers/mechanical ventilation must be reviewed. Where this results in there no longer being an adverse impact then design and mitigation measures should be incorporated accordingly.
 - d) Where there is still an adverse impact and the development falls within the significant observed adverse effect level then planning permission will normally be refused.

2.48 Policy CC06: Noise should be read alongside policy CP1 – Sustainable Development (specifically criterion 8) of the Core Strategy, which refers to avoiding areas where pollution (including noise) may impact upon the amenity of existing and future occupiers.

2.49 Any proposals shall also be consistent with the Borough's [Sustainable Design and Construction SPD](#) (2010).

- 2.50 Appendix 1 of the MDD sets out the methodology for determining significant and adverse impacts including explanation of noise levels and detailed guidance on the assessment of noise from different sources.

Policy Background

National

[National Planning Policy Framework \(NPPF\)](#) (2012), i.e. under heading 11 – Conserving and enhancing the natural environment, such as paragraphs 109 and 123

[Noise Policy Statement for England](#) (March 2010)

BS4142: 1997 – Method for rating industrial noise affecting mixed residential and industrial areas

BS8233: 1999 – Sound insulation and Noise reduction for Buildings – Code of Practice

BS7445-1:2003 - Description and measurement of environmental noise. Guide to quantities and procedures

BS6472-1: 2008 – Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting.

BS7385-2:1993 - Evaluation and measurement for vibration in buildings. Guide to damage levels from ground borne vibration

BS5228 (1&2): 2009 - Code of practice for noise and vibration control on construction and open sites. (Part 1: Noise and Part 2: Vibration) BS4142

Regional

N/A

Local

[Core Strategy](#) (2010) policies CP1 – Sustainable Development and CP3 – General Principles for development

Policy CC07: Parking

1. Planning permission will only be granted where the proposal demonstrates the following:
 - a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD
 - b) That the new scheme retains an appropriate overall level of off-street parking.

- 2.51 [Core Strategy](#) policy CP6: Managing Travel Demand (criteria d) requires the provision of appropriate vehicular parking, having regard to car ownership.