

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)

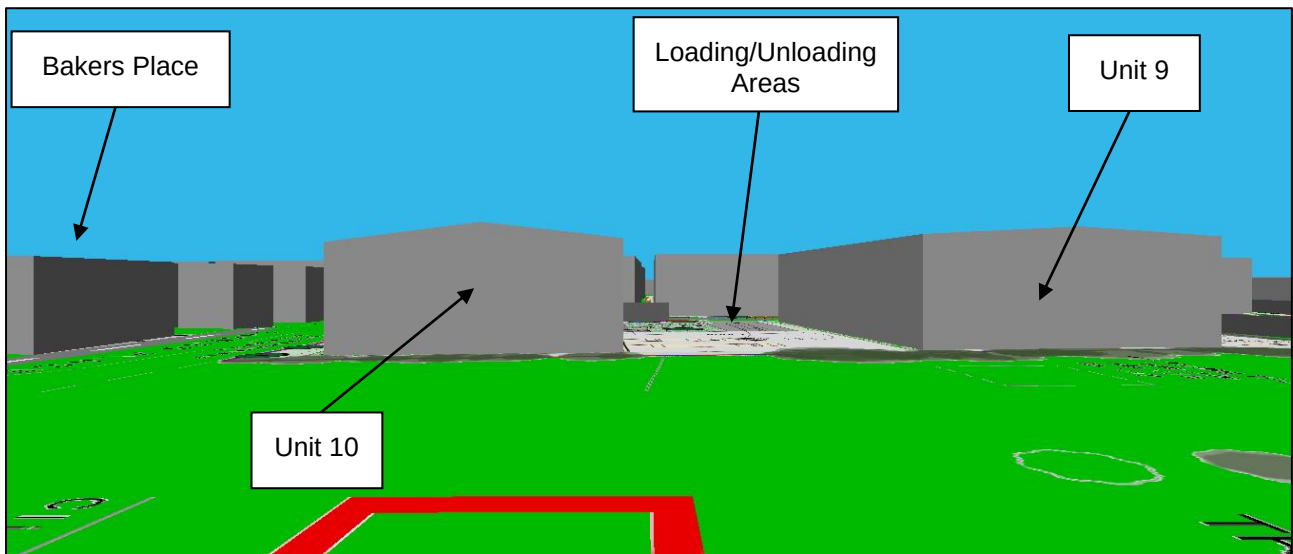
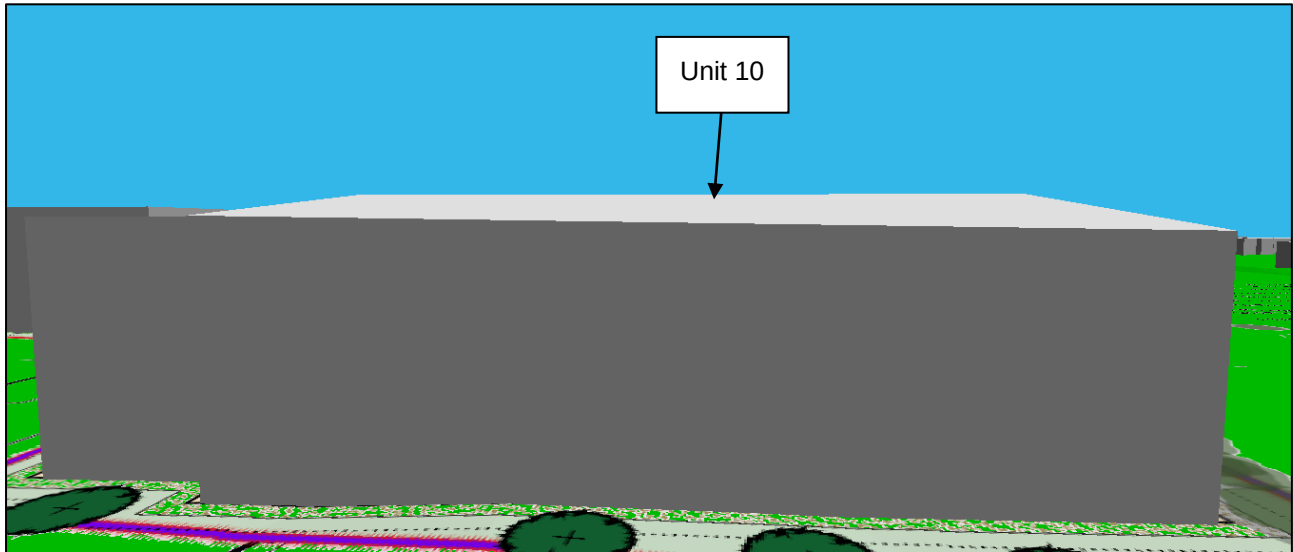


Figure 2: View from 2nd Floor (8.0m) of 23 Bakers Place facing eastwards



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.

Unit 10 (11.2 m)

Unit 9 (11.2 m)

Lilly May Court (8.0 m)

28 - 30 Millers Grove

28

30

19 - 23 Bakers Place (8.0 m)

Air Conditioning Unit (1.5 m)

Blank wall, no window penetrations

New access formed off Viscount Way

Cycle shelter x 8 bikes

MC

New 2.4m black w fence to boundary

BAKERS PLACE

Existing access to Viscount Way infilled

DK

25000

STOP

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