

Additional requested information – September 2021

In support of change of use application for Unit B4 Worton Drive, Worton Grange, from B8 use to flexible B2 & B8 use

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1.0 INTRODUCTION, SITE & OCCUPIER DETAILS

This planning statement has been produced to provide additional requested information in support of a change of use application for Unit B4 Worton Drive, Worton Grange, Reading from purely B8 to flexible B2 & B8 uses.

Unit B4 sits within an established employment location, EMC2, which permits any of the standard employment uses – B1c (now E(g)(iii)), B2 and B8.

The unit is currently vacant and has been since general refurbishment of the whole estate was undertaken by the current site owner in January 2021. The unit had a previous B8 occupier up until these works commenced.

A new local employer (MasterTech) wish to take the vacant space as part of a much-needed expansion programme for their business. MasterTech's business does not fall under a purely B8 use and therefore are applying for the change of use to flexible B2 & B8.

MasterTech specialise in commercial vehicle repairs, maintenance and diagnostic repairs. They will be working on vehicles from 3–44 tonnes in size and have approximately 150 jobs a month. No more than 15 vehicles onsite at any one time as they also carry out off-site repairs as well as breakdowns. They currently employ 10 staff, which will increase to around 14 employees when they move to Worton Grange.

2.0 PLANNING POLICY & CONTEXT

There are several employment related policies that apply to the site:

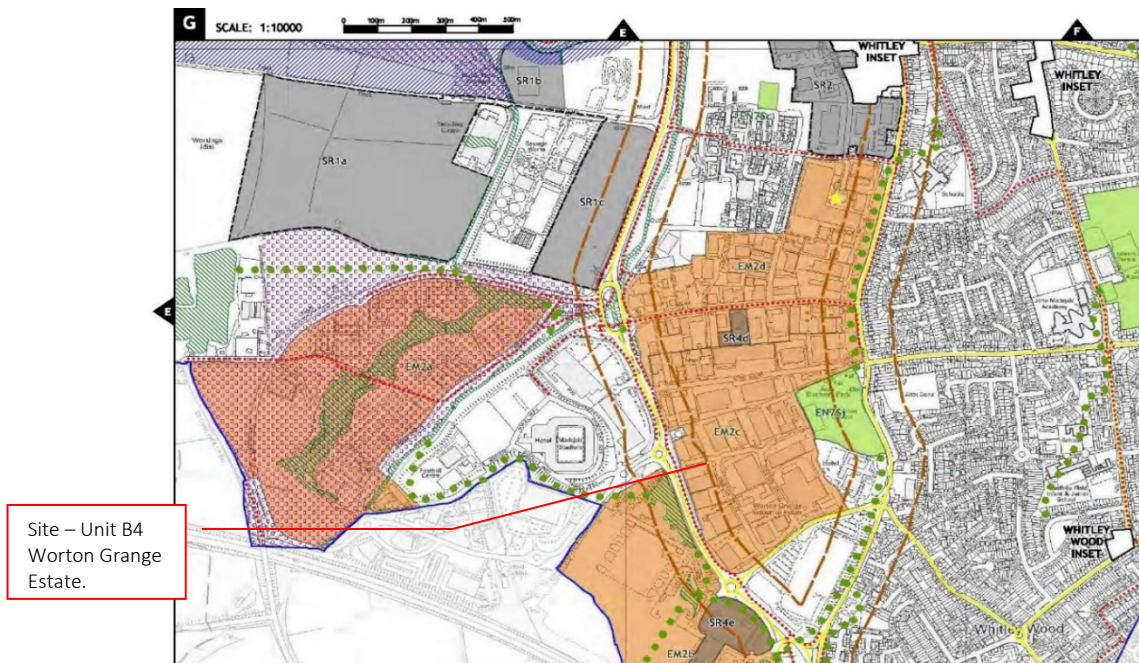


Figure 1.0 – Draft Local Plan – Proposals Map April 2017 page G

EM2: LOCATION OF NEW EMPLOYMENT DEVELOPMENT; EM2C:SOUTH OF BASINGSTOKE ROAD

“... Other major employment uses, including industrial and storage and distribution will be located in the A33 corridor or in the Core Employment Areas. Non-employment uses that would support the area’s economic function may be located in the Core Employment Areas where they do not result in a loss of employment land. ”

The Site is in a Core Employment Area as identified on the Policies Map (Figure 1.0), where the principle of new and enhanced employment uses is supported. The application aims to keep the unit in use as employment land by occupying an otherwise vacant unit to allow a local company to expand.

EM4: MAINTAINING A VARIETY OF PREMISES

“...This variety of premises should be widened, including seeking more modern and flexible employment space in the designated industrial areas, as well as flexible office buildings in the centre and elsewhere that can easily be subdivided to provide spaces for small and growing businesses. Development should not therefore reduce the range of sites and space available, and this applies in all locations, not merely the Core Employment Areas. In particular, the South of Basingstoke Road, as defined in policy EM2, is an important location for storage and distribution uses, with good access to the major road network, and is a major contributor to the local economy. There should not be a net loss of B8 use in this location.”

The proposal seeks to maintain the current level of employment space available for a company to expand into. The operations of the future tenant would fall under both B2 and B8 use classes. As a result, no reduction in storage and distribution (B8) space is planned, but rather more flexibility within the use classes to allow for the occupation of an empty unit.

3.0 OPENING HOURS

The unit is currently vacant and has been since 13th January 2021. Prior to this ‘Hancocks Cash & Carry’ operated out of the unit on a 9am-5pm basis.

The future tenant (MasterTech) currently operates from 7 a.m. to 6 p.m., however the relocation to unit B4 is part of a much-needed expansion plan, and they hope to operate 24 hours in the future. The unit is over 0.5km from the nearest residential area and right next to the major A33 highway (Figure 2.0). Other tenants on the estate, such as Volvo – Unit 10, Yodel – Unit 3, and DHL – Unit 4, operate on a 24-hour basis, therefore a 24-hour use is not abnormal for the estate.



Figure 2.0 – Site context and distance to neighbouring environments

4.0 NOISE IMPACT

A Noise Impact Statement has been prepared by Hoare Lea in support of this application and is submitted as an Appendix (B) to this document.

5.0 TRANSPORT & PARKING

There are 38 car parking places and a yard at the front of the unit; no changes to the present parking layout or provision are proposed.

MasterTech will work on vehicles varying in weight from 3 to 44 tonnes and will have roughly 150 jobs per month. All vehicle repairs are performed within the unit, and no more than 15 vehicles will be on site at any given time.

There will be no HGV movements on site for MasterTech; all deliveries will be made by small vehicles to and from the facility. It is therefore expected that daily activities will not necessitate an excessive number of vehicle trips.

6.0 WASTE MANAGEMENT

Unit B4, has a designated private refuse area (Appendix A – Page 8). The refuse store is capable of holding four bins which will allow for the segregation of domestic, operational and recyclable waste produced by the occupier. This will facilitate recycling in accordance with the waste hierarchy and best practise requirements.

Waste disposal will be handled through a private contract arranged by the occupier.

7.0 REFURBISHMENT & SUSTAINABILITY

As part of the estate-wide refurbishment work in Spring 2021, Unit B4 received a general upgrade of



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the external and internal facilities. This application seeks to make no changes to the shell of the unit and no changes are proposed for the unit's energy or services supply.

The occupier wishes to carry out modest internal accommodation works as part of their relocation. This will include the installation of operational equipment and the reallocation of internal space to create a separate lobby, office, tearoom, and tool room within the warehouse shell.

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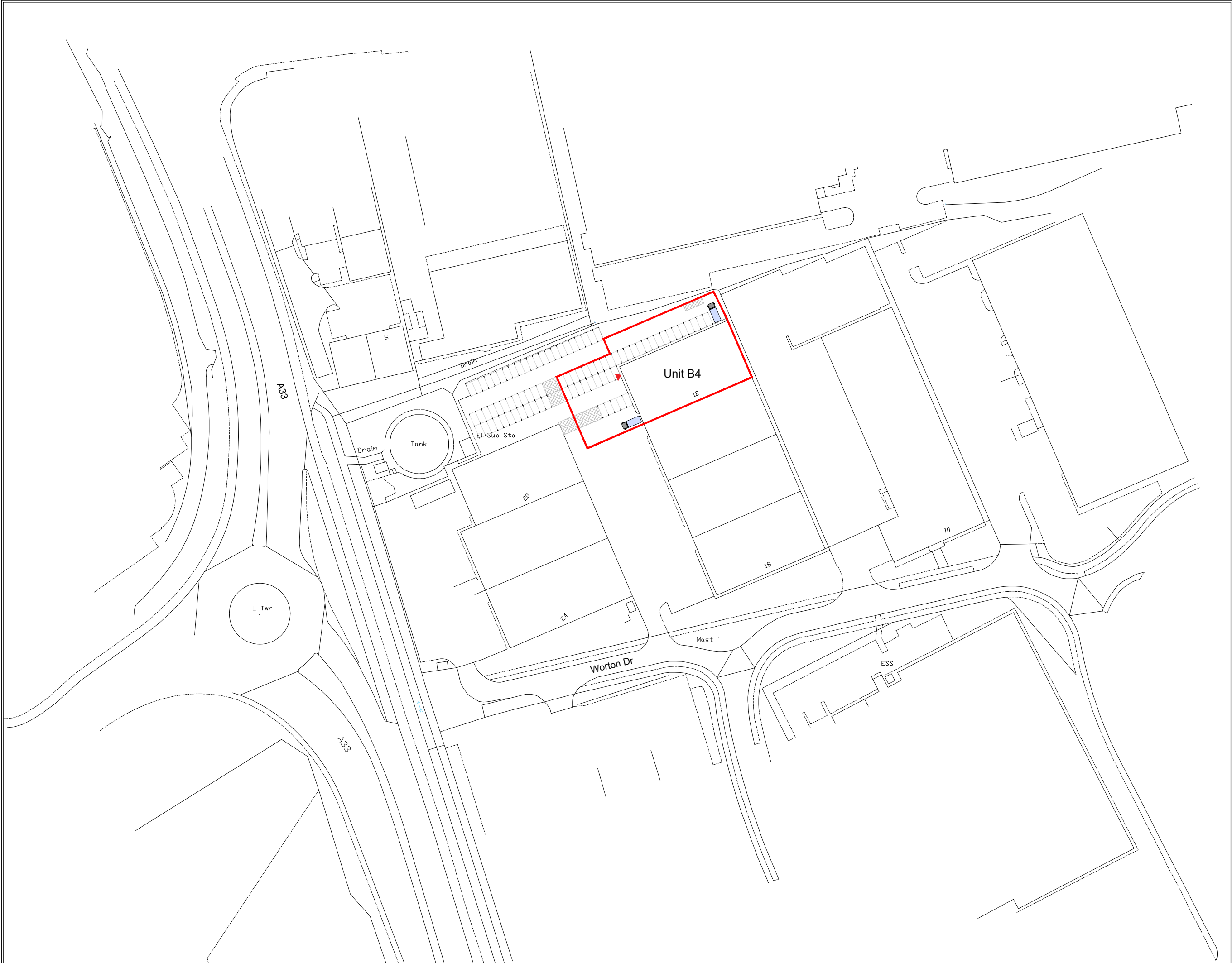
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Appendix A – Planning Drawings

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Disclaimer:
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0

5

10

20

40m

Scale bar - 1:1250m

N

Notes:

KEY

Approx Site Boundary
(2,117 m² / 0.52 acres / 0.21 ha)

B	Site Boundary Updated	14.09.21	HT	HA
A	Annotation Updated	17.08.21	HT	HA
-	First Issue	12.08.21	KH	HA

Rev: Notes: Date: Dwn: Iss:

Suitability Code:

Client:

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Project:

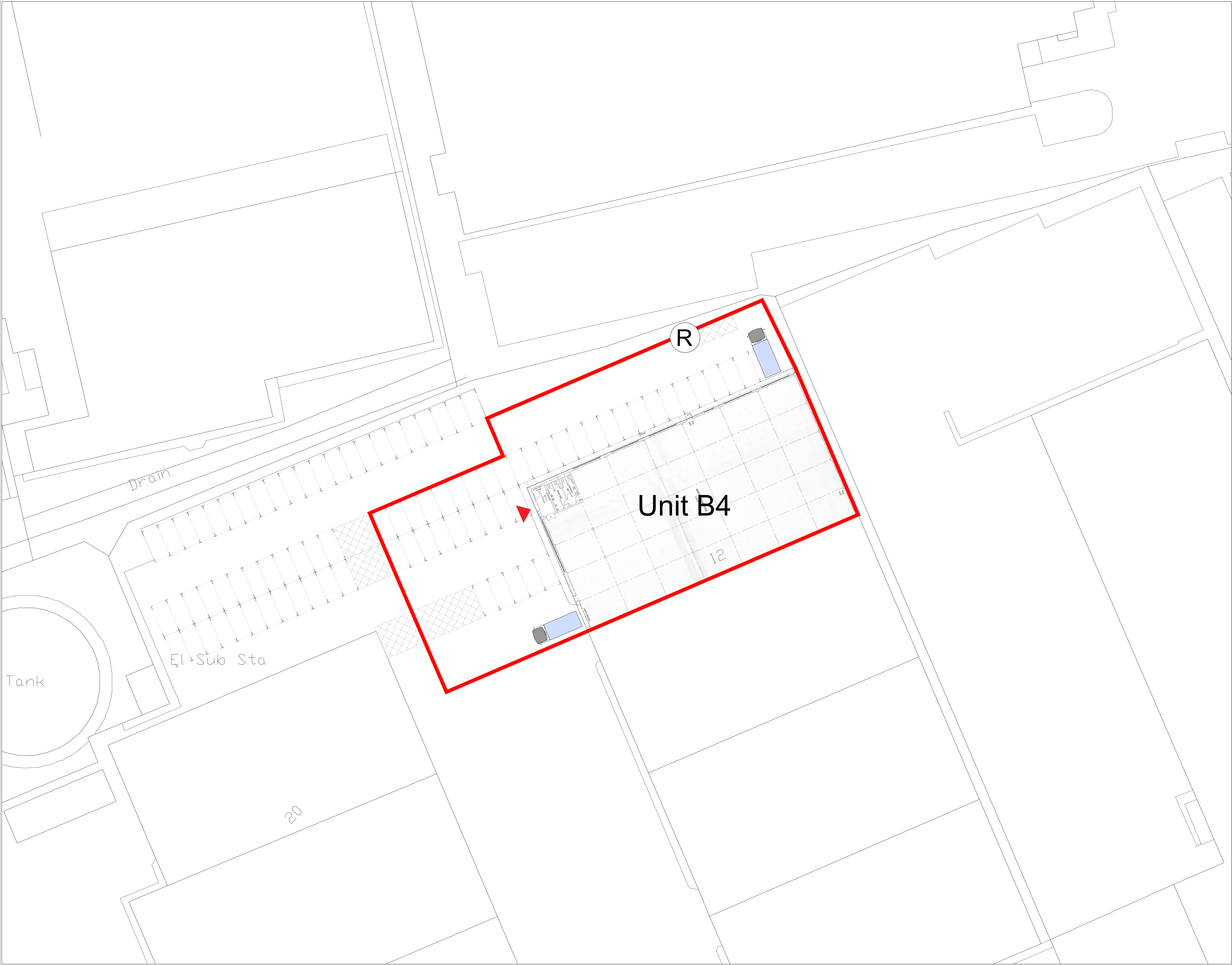
Unit B4, Worton Grange, Reading

Drawing Title:

Site Location Plan

Project No: 21081	Scale @ A3: 1:1250	Revision: B
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Drawing No:
PL001



Disclaimer:
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0 2 5 10m
Scale bar - 1:250m @A1

N

Notes:

KEY

Approx Site Boundary
(2,117 m² / 0.52cres / 0.21 ha)

R Unit B4 Refuse Area

B	Site Boundary for refuse store	14.09.21	HT	HA
A	Annotation Amendments	17.08.21	HT	HA
-	First Issue	12.08.21	KH	HA
Rev:	Notes:	Date:	Dwn:	Iss:
Suitability Code:				

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Project:
Unit B4, Worton Grange, Reading

Drawing Title:
Existing Site Plan

Project No: 21081	Scale @ A1/A3: 1:250/1:500	Revision: B
Drawing No: PL002		



Disclaimer:
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Scale bar - 1:250m @A1

Notes:

KEY

Approx Site Boundary
(2,117 m² / 0.52cres / 0.21 ha)

R Unit B4 Refuse Area

B	Site Boundary for refuse store	14.09.21	HT	HA
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Rev:	Notes:	Date:	Dwn:	Iss:
Suitability Code:				

Client:

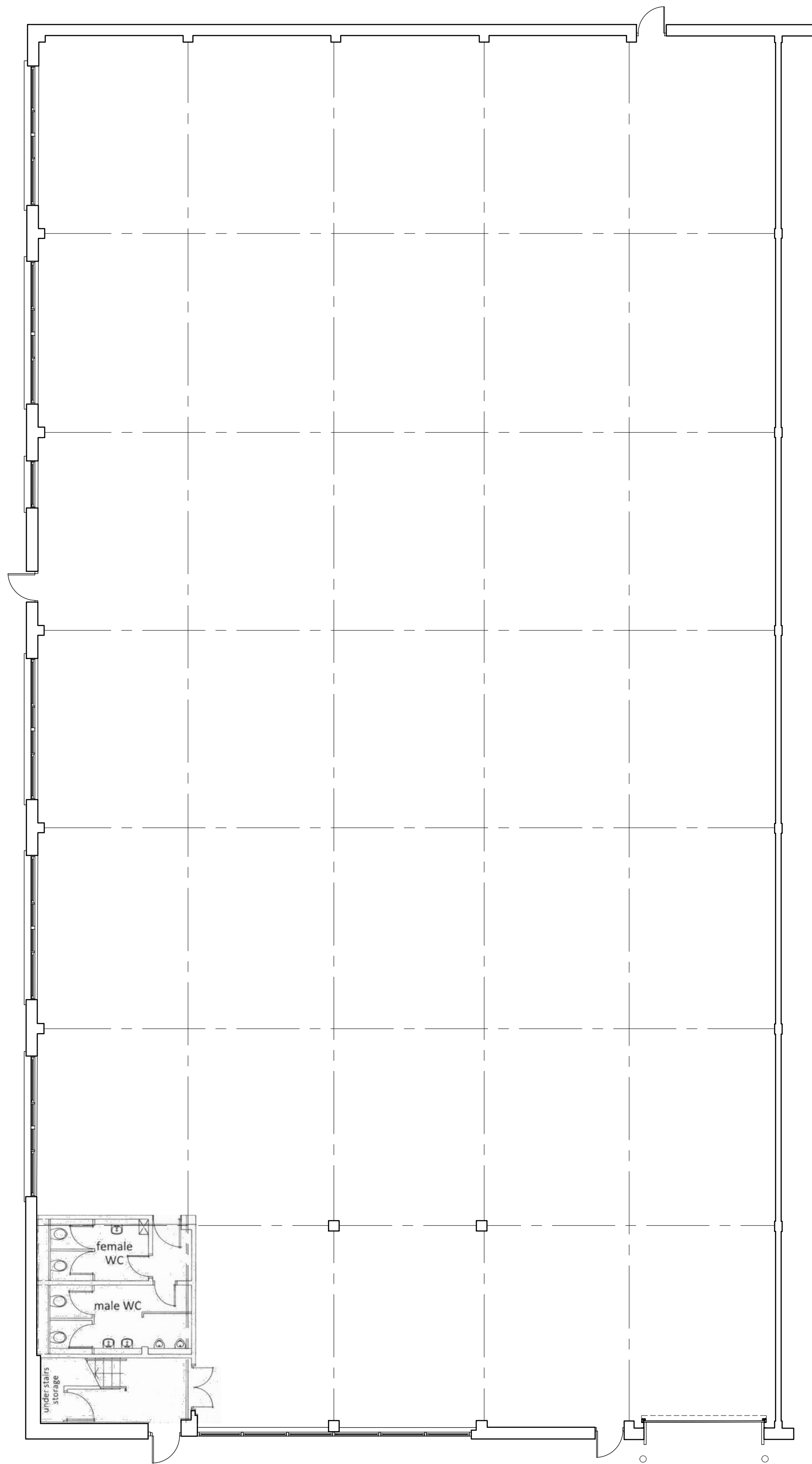
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Project:
Unit B4, Worton Grange, Reading

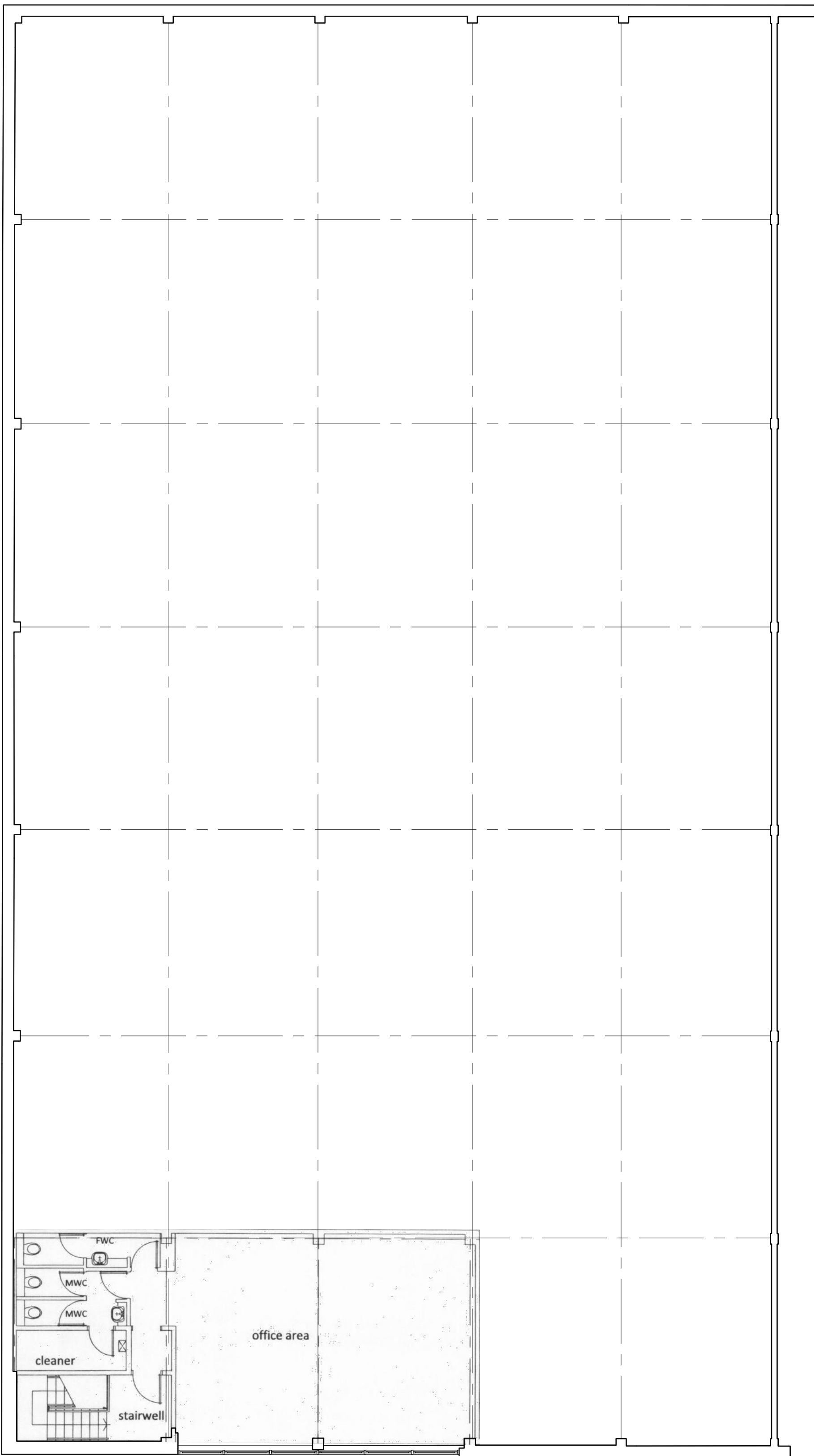
Drawing Title:
Proposed Internal Uses

Project No: 21081	Scale @ A1/A3: 1:250/1:500	Revision: B
Drawing No: PL003		



01 Unit B4 Ground Floor GA Plan

1:100 @ A1/1:200 @ A3



02 Unit B4 First Floor GA Plan

1:100 @ A1/1:200 @ A3

Disclaimer:
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Notes:

AREA SCHEDULE (GIA)	
UNIT B4 (GIA)	11,061ft²
Warehouse (incl. office Undercroft)	10,163ft²
Office (FF)	898ft²
TOTAL (GIA)	11,061ft²

-	First Issue	16.08.21	KH	HA
Rev:	Notes:	Date:	Dwn:	Iss:
Suitability Code:				

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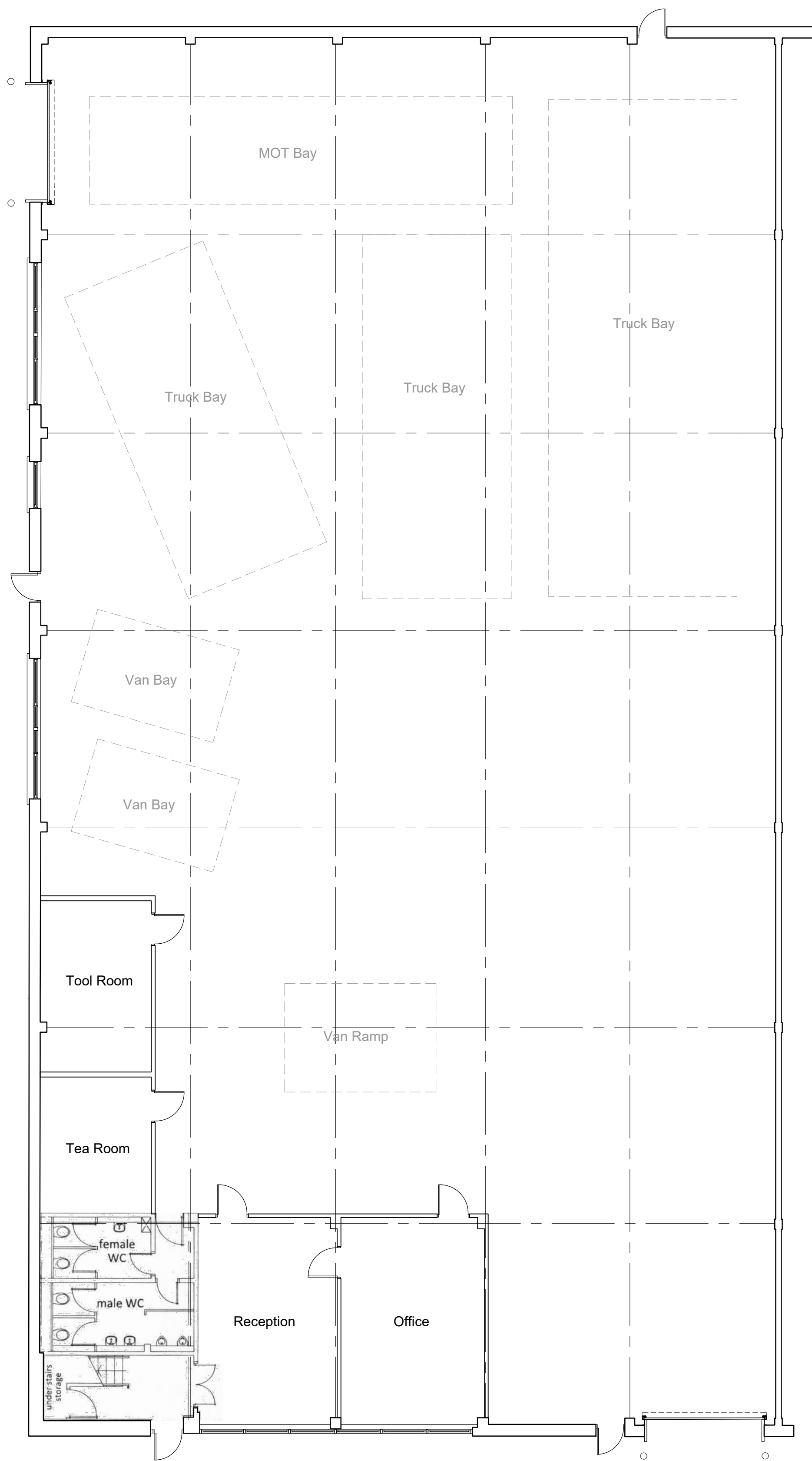
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Project:

Unit B4, Worton Grange, Reading

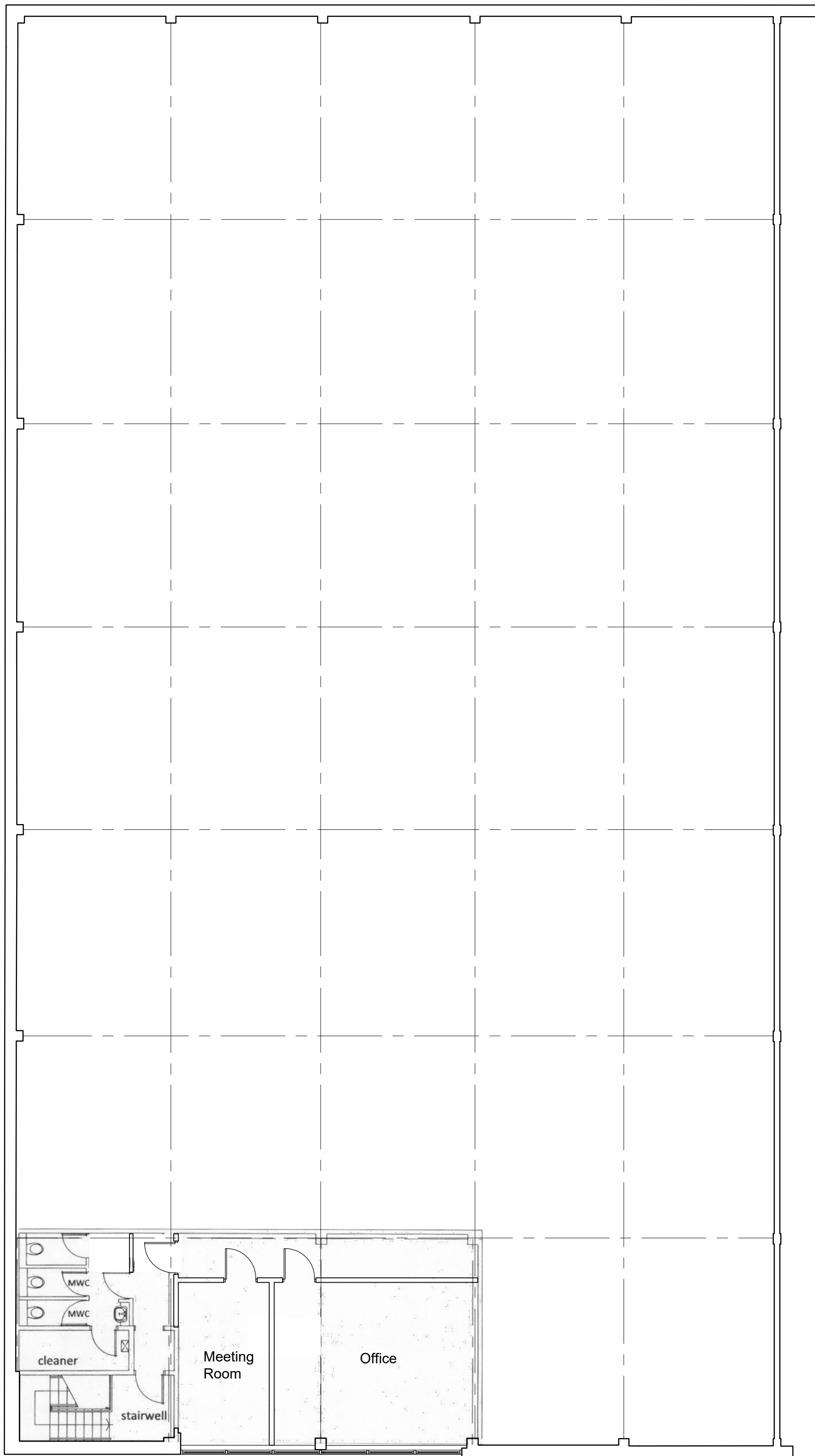
Drawing Title:
Existing Unit B4 GA Plans

Project No:	Scale @ A1/A3:	Revision:
21081	1:100/1:200	-
Drawing No:		
PL004		



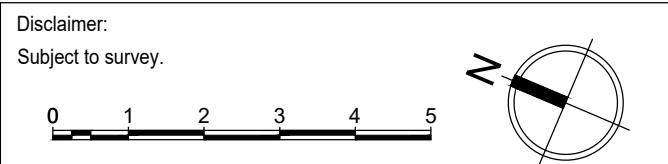
01 Unit B4 Ground Floor GA Plan

1:100 @ A1/1:200 @ A3



02 Unit B4 First Floor GA Plan

1:100 @ A1/1:200 @ A3



Notes:

AREA SCHEDULE (GIA)	
UNIT B4 (GIA)	11,061ft²
Warehouse (incl. office Undercroft)	10,163ft ²
Office (FF)	898ft ²
TOTAL (GIA)	11,061ft²

-	First Issue	12.08.21	KH	HA
Rev:	Notes:	Date:	Dwn:	Iss:
Suitability Code:				



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Project:
Unit B4, Worton Grange, Reading

Drawing Title:
Proposed Unit B4 GA Plans
Operational Layout

Project No: 21081	Scale @ A1/A3: 1:100/1:200	Revision: -
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Drawing No:
PL005



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Appendix B – Noise Impact Statement by Hoare Lea

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Unit B4, Worton Grange. Noise Impact Assessment – Desktop Assessment.

1. Introduction.

Drawing No PL003B (attached) indicates the current proposed layout for planning at the proposed MasterTech site located at Unit B4, Worton Grange, Reading.

The development site, which is currently vacant, has approval for B8 use only, whereas the applicant seeks a change of use in order to enable flexible B2 and B8 use for the purposes of vehicle repair.

Measurements undertaken by Hoare Lea at similar sized facilities indicate that noise from B2 units is normally limited to that of internal noise break-out, noise from HGV manoeuvres across the site, reversing alarms and external plant noise. However, in this instance, there will be no HGV movements associated with delivery/despatch activities and all works will take place within the building. On this basis, only noise break-out from the building will be assessed.

The nearest dwellings to the development site lie to the east at a distance in excess of 470 metres. Between the development site and the dwellings are additional industrial units on the Worton Grange site, the Whitley Wood Recreation Ground and the B3031 Basingstoke Road, a busy access road from the A327 in the north through to Junction 11 of the M4 in the south.

These nearest residential dwellings lie on the far side of Basingstoke Road at a nearest distance of 15 metres from the nearest kerb.

2. Site description and development proposals.

The development site is located to the north of Worton Drive on the Worton Grange industrial park, approximately 3km south of Reading town centre.

The existing Unit B4 industrial (1,000 sqm) adjoins units B1 to B3 and is accessed via Worton Drive to the south. There is an access door on the western and northern elevations of the building with car parking around the perimeter of the building.

It is proposed that the new occupier will be MasterTech, providing maintenance and diagnostic repairs on commercial vehicles from 3 tons to 44 tons.

In order to conduct these works, machinery will be utilised within the unit consisting primarily of a column lift and an air compressor together with handtools.

Normal operational hours will be between the hours of 7am to 6pm but there may at times be the requirement for 24/7 operation. On this basis, the assessment will be based upon the more sensitive night time periods.

3. Noise Break-out from the Warehouse Building.

Noise break-out from the proposed units will be determined by the sound reduction provided by the building fabric and by the distance to the nearest affected dwellings located to the east on Basingstoke Road.

The specific existing building construction is unknown although it is understood that the main building fabric is constructed from steel frame with an outer cladding. As a worst case, it is assumed that cladding will comprise composite thermal panels with a minimum manufacturer's rated sound reduction of R_w 27/mean 25dB(A).

Measurement exercises carried out in several large motor industry manufacturing workshops indicate reasonably consistent levels in the range L_{Aeq} 75-77dB with an overall mean level of $L_{Aeq,1hr}$ 76dB and highest

maximum levels in the range L_{Amax} 90-95dB. These levels are quite loud and would require shouted conversation for communication between two individuals 1m apart.

Although specific noise levels for either the lift or compressor by MasterTech have not yet been established, it is understood that operations at their existing facilities do not require the use of ear defenders. This would imply that the noise level of these operations does not exceed a level of $L_{Aeq,T}$ 80dB (equivalent to the Noise at Work First Action Level). There will be no external works occurring at the development site.

The assessment below has been based on the higher sound levels equivalent to the Noise at Work First Action Level. On this basis, the break-out sound level just outside the building, from standard theory, would be approximately L_{Aeq} 49dB.

For positions at a significant distance from the proposed building, there will be additional distance attenuation and an accepted method of determining noise breakout for a distant receptor is as follows:

$$spl_{ext} = spl_{int} - TL - 20logr + 10logs - 14dB \quad \text{where } r \text{ is the distance and } s \text{ is wall area}$$

The predicted break-out sound levels are as follows:

	Unit B4
spl_{int}	80dB(A)
-TL	-25
-20logr	-53.4 (470m)
+10logs	+22.6 (184m ²)
constant	-14
$spl_{ext} \text{ dBA}$	10.2

It is noted that the assessment is based on a high internal noise level typical of a noisy engineering workshop and, given the relatively small size of Unit B4, it is probable that true operational noise levels will be lower.

Lower operational sound levels within the buildings will result in reduced impact upon the dwellings compared to the assessment above. In addition, it is noted that much of the existing building is screened from view from the nearest dwellings by intervening industrial buildings which will provide further attenuation. However, this additional screening or lower levels of internal noise have not been relied upon in the assessment.

4. BS8233 Assessment.

British Standard BS 8233:2014 provides guidance on acceptable sound levels in and around dwellings. It is considered that the new development would need to achieve the BS 8233 criteria for new dwellings. The Standard advises a night time internal noise level of L_{Aeq} 30dB. It must be assumed that windows may be open for ventilation and BS 8233 advises that an open window provides a sound reduction of 15 dB. Other available measurement data together with Napier University report NAN R116:2013 indicates that mid-frequencies (500Hz-2kHz) will be reduced by a further 5dB for room effect. From this information, the allowable external level to achieve the BS 8233 internal requirement during the night would be L_{Aeq} 50dB.

The highest calculated noise immission levels will be for noise break-out from the building which have been established above as L_{Aeq} 10dB at the nearest dwellings. The calculated levels are 40dB below the derived criterion above and would readily achieve the BS 8233 internal criterion with open windows.

In the case of gardens during daytime, BS 8233 advises a preferred limit level of L_{Aeq} 50dB. All of the calculated noise levels for the development are below this level by a significant margin.

5. BS4142 Assessment.

At present, a formal BS4142 assessment cannot be undertaken unless a site survey has been undertaken to determine background sound levels at the nearest dwellings. However, given the calculated immission levels at the nearest dwellings, along with the likely traffic noise levels at the dwellings from Basingstoke Road, it is considered that noise from the proposed development will be significantly below background sound levels. This would comfortably result in a BS4142 assessment of 'low impact' even if relatively high levels of character correction were to be taken into consideration.

6. Summary

The assessment above indicates that noise break-out sound levels at the nearest dwellings attributable to the Unit B4 development (assuming higher sound levels typical of internal B2 use) would be expected achieve a condition of 'low impact' when rated in accordance with BS4142.

The assessment also indicates that BS 8233 internal and external criteria would readily be achieved at the nearest dwellings.

The assessment has been based upon the highest assumed operating sound levels listed above and internal sound levels are likely to be significantly lower, with additional attenuation due to screening provided by intervening industrial units. These latter factors will result in significantly lower levels of noise at the nearest dwellings on Basingstoke Road.

On the basis of the above, the proposed change of use for Unit B4 by MasterTech is not deemed likely to impact upon the nearest dwellings located on Basingstoke Road to the east of the development site.

Figure 1: Drawing PL003B

