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Richard Eatough
Area Planning Team Leader North/Central
Reading Borough Council
Civic Offices, Level 1 North
Bridge Street
Reading **RG1 2LU**

Monday 12th November 2018

Dear Richard

Land at North Street and Weldale Street, Reading, RG1 8BN
Outline planning applications 181652 & 181653

Thank you for seeking further information in respect of the two above outline planning applications. Pursuant to that request, we are pleased to enclose:

Sustainability Statement

This document sets out a range of fabric-first sustainability measures, compliant with Policies CS1 and DM1, and with regard to Policy DM2.

Drainage Statement

This sets out the drainage strategy that the applicant proposes to adopt in respect of these outline applications, to guide and inform the detailed drainage proposals that can be expected at reserved matters stage.

Additionally, the Environmental Protection Officer has asked for clarification in respect of the submitted noise survey. We can confirm as follows:

- Reading ambulance station currently operates 5 ambulances and 3 rapid response vehicles (RRV) with vehicles only returning to or leaving the station during shift changes. At all other times, the ambulances and RRVs are “stationed” around the district to achieve the shortest response times as possible. The usual shift patterns are 12 hours starting at 6am but can vary depending on the ambulance station.
- The adjacent ambulance station has roller shutter doors facing east and west at the front and rear of the building respectively. There is a car park to the rear of the building and vehicle access is along the southern side of the building. There is a metal gate (automatic) at the south east corner of the ambulance station. It operates in the manner of a car driving up the gate, it stops with engine idling, the gate opens and the car drives into the ambulance station, the gate closes automatically after the car passes through the gate.
- During the assessment period there was only one distinct noise event which was associated with the ambulance station. This occurred on the night of Wednesday 10th January 2018 between 23:11:24 and 23:23:35 (12 minutes and 11 seconds). Eight distinctive noise events over 60 dB L_{Amax} occurred during this period (66.6 dB, 67.1 dB, 63.1 dB, 62.5 dB, 62.4 dB, 80.5 dB, 65.7 dB and 67.8 dB) which includes the

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maximum noise level of 80.5 dB. At all other times the maximum noise levels were associated with the railway line to the north and road traffic on the local highway network.

- During Wednesday night (10 to 11 Jan 2018) there were 31 distinctive noise events over 60 dB (LAmax). Max level was 80.5 dB at 23:20:31 for 1 second.
- During Thursday night (11 to 12 Jan 2018) there were 29 distinctive noise events over 60 dB (LAmax). Max level was 74.5 dB at 00:06:36 for 1 second.
- It should be noted that the railway is audible within the site and this is evident from the recorded sound levels over the Wednesday and Thursday nights.
- Façade mitigation would be 33 dB at the weakest point (i.e. the windows) with the windows closed. Therefore, to reach an internal noise level of 45 dB and external noise level would have to be 78 dB or higher. During Wednesday night, maximum noise levels exceeded 78 dB once and during Thursday night maximum noise levels did not exceed 78 dB. Typical night time noise levels were recorded between 60.3 dB and 73.2 dB and once at 80.5 dB on Wednesday night and between 60.1 dB and 74.5 dB on Thursday night.
- During the assessment period, internal noise levels of 45 dB LAmax would have been exceeded once which is well below the recommended “more than 10 times per night”.
- With the proposed double glazed windows closed and with a sound reduction of 33 dB, internal noise levels of 45 dB LAmax would not be exceeded more than 10 times per night, therefore maximum internal noise levels should not present a constraint on development.
- Notwithstanding the above, ambient noise levels during the night time (2300 – 0700) were recorded as 47.4 dB (Wednesday night (10 to 11 Jan 2018) and 46.3 dB Thursday night (11 to 12 Jan 2018). With a window open (providing a maximum façade noise reduction of 15 dB), internal night time noise levels would be above 30 dB LAeq,8hr ($47.4 - 15 = 32.4$ dB and $46.3 - 15 = 31.3$ dB) and an alternate form of ventilation is required.
- With regard to ventilation, the planning application is outline and the noise assessment only recommended trickle vents as an alternate method of ventilating the proposed flats. It did not specify that trickle vents be used as the method of ventilating the properties and the final method of ventilation would be decided at the detail design stage.

Taking all of the above into account, it is clear that an appropriate ventilation strategy is possible which would satisfy acoustic requirements. A condition is invited accordingly.

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As ever, if you or your consultees have any questions, please feel free to contact us at your convenience.

Kind regards

Yours sincerely



James Croucher MTP MRTPI
Planning Director

Enclosed: 1. Sustainability Statement
 2. Drainage Statement