

Chesters Place Limited
The Granary, 1 Waverley Lane, Farnham GU9 8BB
Via email

17 January 2025

282_01M_2-0_CWA

MEMO: 1029 OXFORD ROAD, TILEHURST NOISE IMPACT STATEMENT

Application ref: TBC.

Proposal: Demolition of an existing residential building containing 4no. flats to be replaced by a new residential building containing 8no. flats.

Location: 1029 Oxford Road, Tilehurst, Reading RG31 6TL.

1. MEMO AIM, SUMMARY AND LAYOUT

This memo has been prepared as a proportionate Noise Impact Statement, required as part of the application validation. Since the proposal represents a like-for-like development, with the building similarly set back from Oxford Road and both reasonably remote and partially screened from the railway, no significant noise impacts are anticipated. In any case, it is proposed to install a mechanical ventilation with heat recovery (MVHR) system within each flat, that will provide the occupants with greater choice when it comes to keeping windows closed should they prefer to do so. Whilst, since the elevation facing the road and railway – the front elevation – faces northeast, overheating due to solar gain is less of a factor.

This memo is set out as follows: a brief description of the author's experience is given in **Section 2**; the existing and proposed buildings are described in **Section 3**; and the Noise Impact Statement is presented in **Section 4**.

2. AUTHOR EXPERIENCE

This memo has been prepared by Mr Chris Wood, who has over 30 years' relevant experience in acoustics, is a Corporate Member of the Institute of Acoustics (MIOA), and has the Diploma and Master of Science Degree from the IOA in Acoustics and Noise Control. He has undertaken a number of surveys and assessments for similar developments whilst following the relevant guidance.

3. EXISTING AND PROPOSED BUILDINGS

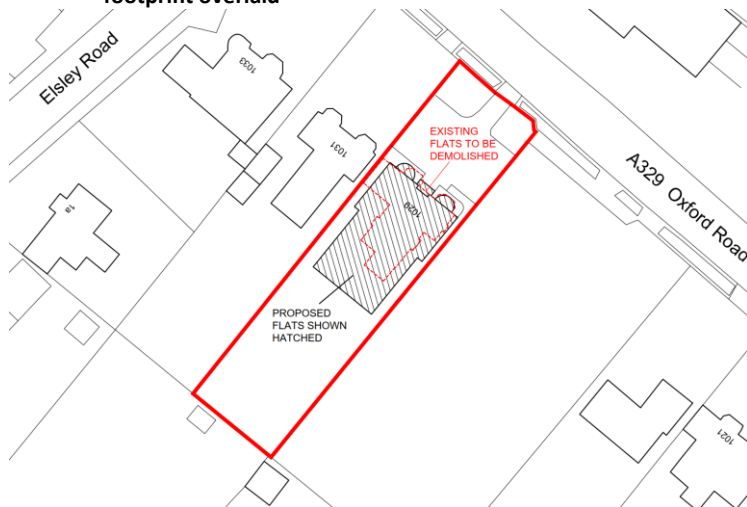
Images showing the existing and proposed site arrangements are presented below.

Figure 1: Aerial image showing site (as existing)



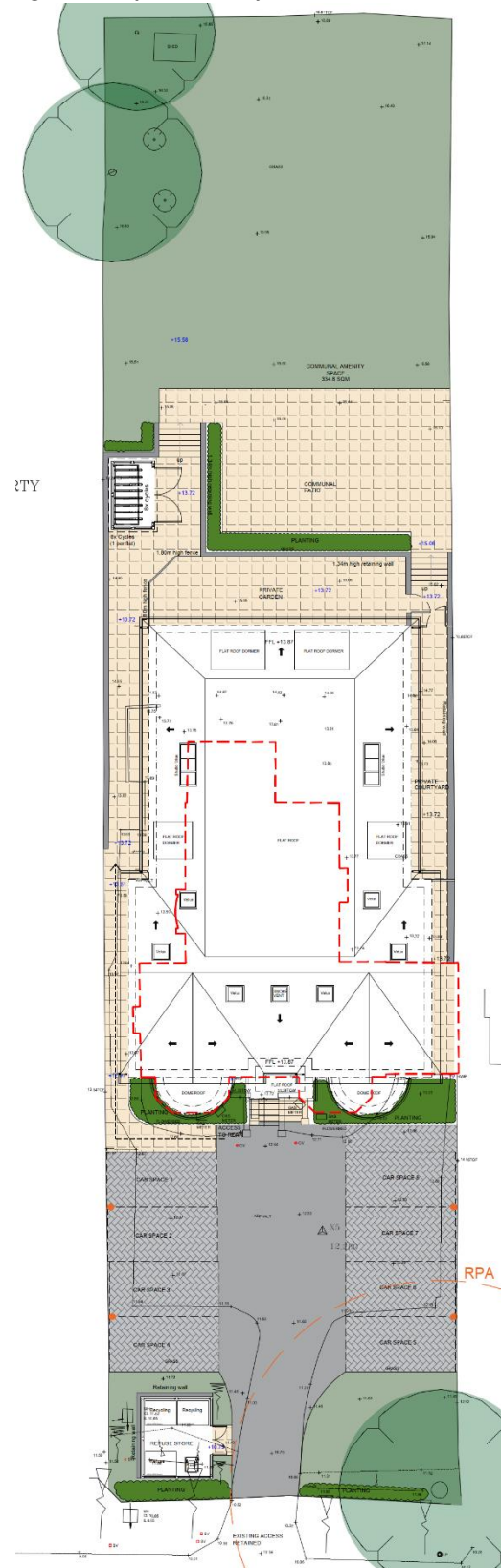
Source: Imagery ©2025 Google (annotated by CWA)

Figure 2: Block plan showing proposed building with existing building footprint overlaid



Source: Harding Rose Architects (exert from Block Plan, dated 23/12/2024)

Figure 3: Proposed site layout



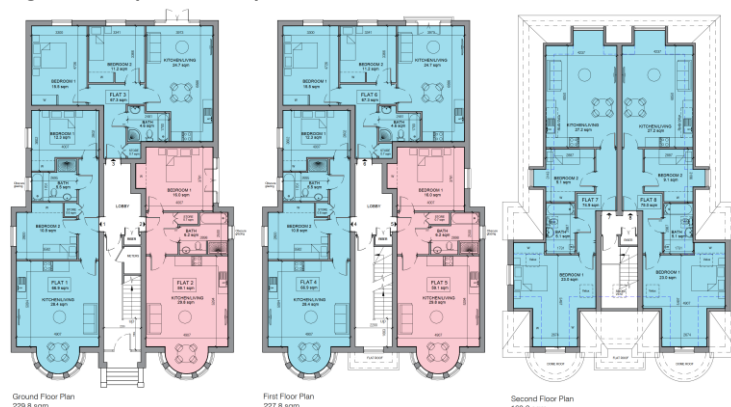
Source: Harding Rose Architects (exert from Proposed Site Layout with Topo, dated 23/12/2024)

Figure 4: Front elevation of proposed building with existing building outline overlaid



Source: Harding Rose Architects (exerts from Existing and Proposed Street Scenes, dated 23/12/2024)

Figure 5: Proposed floor plans



Source: Harding Rose Architects (exert from Proposed Plans, dated 23/12/2024)

It can be seen that the front of the proposed building is in line with the front of the existing building, whereby the associated internal spaces will be no closer to Oxford Road than under current conditions. Whilst, similarly, the external amenity space will be at the rear of the building, largely screened from Oxford Road.

It can also be seen that in addition to Oxford Road as a sound source, there is the Great Western Main Line further to the north. As well as being over 60 m from the proposed building, the tracks are estimated to be at least 5 m below the intervening ground, such that some acoustic screening will occur as a result. Additional screening will also be present due to some intervening buildings.

NOISE IMPACT STATEMENT

In the first instance, it is noted that the proposed development is essentially a like-for-like replacement of the existing residential use. Secondly, the external amenity space is located to the rear, away from the main sources of noise. Thirdly, with the internal spaces being no closer than under the existing arrangement, there is reasonable separation distance from both Oxford Road and the Great Western Main Line, with the latter at least partially screened by the intervening ground, together with additional screening from intervening buildings.

Accordingly, there is considered to be a low risk of potentially significant noise impact.

In any case, an MHVR system is to be installed within each flat, which will provide the occupants with greater choice when it comes to keeping windows closed should they prefer to do so. Furthermore, since the elevation facing the road and railway faces northeast, overheating due to solar gain is less of a factor, whilst the external grilles associated with the MVHR systems will be located within either the side or rear elevations.

In the likely absence of significant external noise, the acoustic performance of the windows is not anticipated to be a factor. In any case, windows with laminated glass are proposed that provide a better than standard performance of at least 33 dB $R_{w+C_{tr}}$.

It is considered that planning permission can be granted for the development as proposed without the need for noise-related planning conditions.

Chris Wood MSc MIOA