

# TECHNICAL MEMO

Our Ref: 6060\_002M\_1-0\_JN



To: Dan Wride  
Paragon Unit  
1 Temple Studios  
Temple Gate  
Bristol  
BS1 6QA

From: Jack Naumann

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## NOISE STATEMENT: UYS CHANGE OF USE APPLICATION

### 1 INTRODUCTION

This Noise Statement sets out an appraisal of the potential for noise impact on the nearby dwellings resulting from the proposed temporary change of use of the existing UYS Building from general industrial (Use Class B2) to storage and distribution (Use Class B8).

### 2 EXISTING SITE

The premises, highlighted in blue in Figure 2.1, is located in the wider Unipart industrial estate that sits to the south-east of Oxford. The site is immediately surrounded by fields to north-east, north-west and south-east, while the Unipart site is to the south-west. The nearest residential receptors are properties in the village of Horspath located approximately 270m to the north of the UYS building.

The site was previously used to manufacture automotive parts. It is understood, according to a noise at work assessment carried out in 2017, that typical noisy activities include destructive testing of parts, operation of a roving cell vibration panel, the use of dremels, compressed air, presses, automated welding booths in addition to use of the component wash (motors and pumps). Further to which there will be the staff and delivery vehicle movements, together with the unloading/loading associated with the latter. It is understood that the site operated 24 hours per day.

While the site is currently vacant, it is understood to have previously been accepted for temporary Use Class B8 for 5 years during which period there has been no noise complaints.

Figure 2.1: Aerial photograph of the site and surrounding area



### 3 PROPOSED CHANGES

The application seeks to amend the Use Class from B2 (general industrial) to B8 (distribution or storage).

The principal noise source for a B8 Class Use is typically vehicles serving the unit. This can be the case for B2 sites, too, but where there is typically more potential for noise to also be emitted from any buildings on site.

The transport consultants appointed for the proposed scheme have provided details of the traffic flows taken to be typically associated with the existing and proposed uses, as presented in Table 3.1.

**Table 3.1: Existing (B2) and estimated (B8) total traffic flows**

Scenario	Daily 2-way movements (HGVs)
Existing use	1673 (69)
Proposed B8 use	201 (8)

It can be seen that the overall flows are expected to reduce significantly, from 1673 daily movements to 201. With a similar decrease in the proportion of heavy vehicle movements. To consider the potential significance of this, brief calculations have been made based on the methodology within 'A Guide to Measurement and Prediction of the Equivalent Continuous Sound Level Leq'.

Using the this method, a decrease in average noise level (due to traffic associated with the premises) of 9.3dB is expected. Accordingly, we do not anticipate any adverse change in noise (or vibration) effects as a result of the proposal, and therefore we do not expect these topics to be a barrier to the application being granted planning permission.