LFAcoustics
consulting engineers

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16 November 2023

Dear Jack

Templar's Way Industrial Estate, Royal Wootton Bassett

I write further to your email of 14 November 2023.

I understand Public Protection Officers at Wiltshire Council have requested further details regarding the noise assessment we prepared earlier this year for the proposed development at Templar's Way and in particular information relating to loading / unloading activities.

The industrial estate is presently operational, with the access road serving the proposed units already used by vehicles during the day to access the units within the southern area of the estate. The proposed units would use the same access road and thus the operation of these units would lead to an intensification of the existing internal access road. On the basis of the transport appraisal and our report, it was anticipated that there could be a doubling of traffic on the access road. Whilst overall noise levels from the vehicle movements would remain low, predicted to be of the order of 43 dB $L_{Aeq,\ 1\ hr}$ at the closest properties, there could potentially be a change in noise levels attributable to this activity of up to 3 dB(A), as previously indicated.

The design and layout for the proposed units has taken noise from the vehicle movements / deliveries into account, with the service yards located on the facades of the units facing away from the properties, thus all loading activities would be effectively screened from the properties.

It is also noted that the proposed units would screen the existing units from the service areas to the existing units at the closest existing residential receptor, No. 1 Brooklands, to the south east, thus providing a small benefit in reducing noise levels from existing units at this property.

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The majority of the deliveries to the new (and existing units), would be made by standard courier vehicles, typically vans or small lorries, with a number of the vehicles potentially delivering to several units at once. Typical courier vehicles are generally not fitted with reversing bleepers or have ones which generate lower levels of noise, as these vehicles tend also to operate within residential areas.

Based upon the proposed use class, size and scale of the units and that of the existing units, each unit may receive one or two deliveries per day, similar to the existing units. The deliveries would normally be made during the weekday daytime periods, during the hours the courier companies would normally operate.

The deliveries would largely be made by hand, with the vehicles arriving and unloading into the delivery areas, thus the loading and unloading of vehicles would generate minimal levels of noise screened by the proposed unit orientation.

Given the fact that the noise levels attributable to the deliveries would therefore be principally associated with the vehicle movements as they transit the Templars Way internal access road, which is effectively an intensification of an existing operation, it was not considered appropriate to assess the noise levels from the vehicle movements / deliveries using the BS 4142 methodology. The overall noise levels attributable to this source would remain low, with the additional delivery vehicles not considered to increase noise levels at the neighbouring properties by more than 3 dB(A), which would not be a generally perceptible increase in noise levels.

I trust that this is satisfactory for your current requirements. Please do not hesitate to contact me if we can be of further assistance at this stage.

Yours sincerely

[redacted]

Les Jephson
Director