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Noise Impact Assessment

The Delta Building, 121 Kings Road

Noise Impact Assessment

Project: THE DELTA BUILDING, 121 KINGS ROAD

Report reference: RP01-24636-R1

Client: LONDON TWO LIMITED
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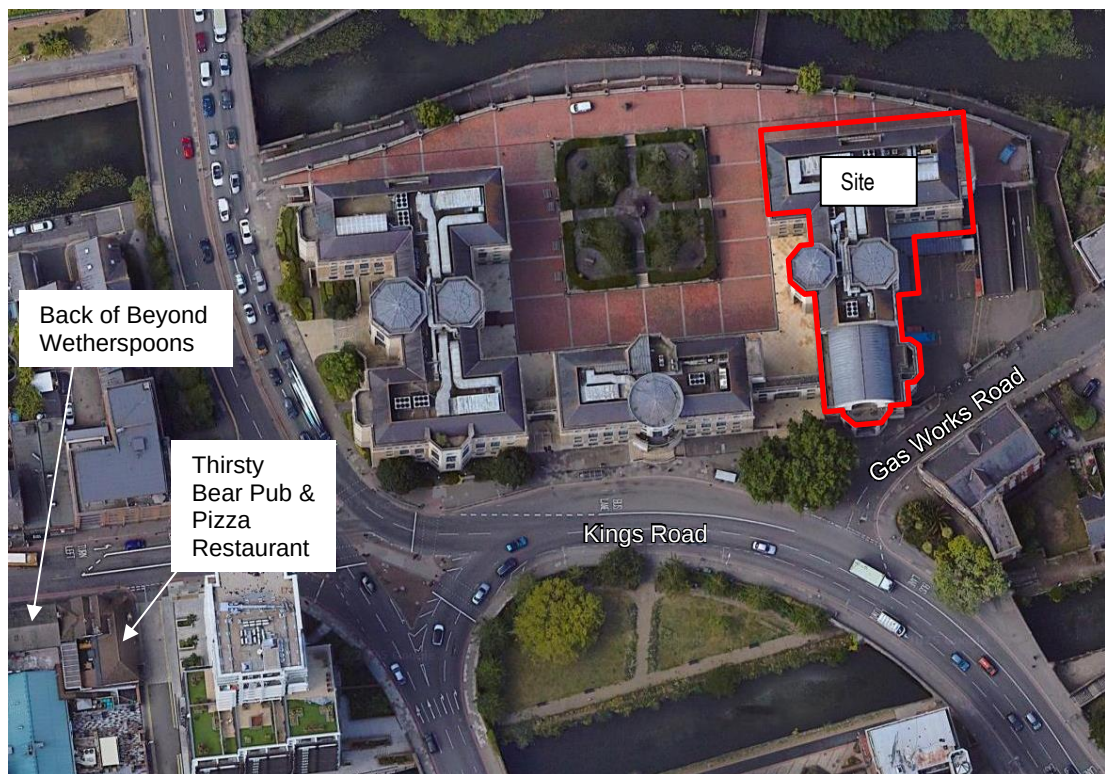
1. INTRODUCTION

- 1.1 Cass Allen has been instructed by London Two Limited to assess the noise impact associated with the conversion of The Delta Building, 121 Kings Road which is currently used as offices (Class E) to residential properties (Class C3) under Schedule 2 Part 3 Class MA of The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021 (Class MA).
- 1.2 For Class MA conversions from office to residential use, it is required that the future residents will not be adversely impacted by existing commercial noise sources and uses. It is important to note that the Class MA requirements do not relate to noise from other uses or sources including road traffic, aircraft, and any non-commercial uses.
- 1.3 The aims of the assessment were therefore:
- To identify potential noise levels from existing commercial or industrial noise sources at the position of the proposed development.
 - Where required, identify appropriate noise mitigation measures to achieve acceptable noise levels in habitable areas of the proposed development.
- 1.4 This report contains technical terminology; a glossary of terms can be found at www.cassallen.co.uk/glossary.

2. DEVELOPMENT DESCRIPTION

- 2.1 The site contains a vacant five-storey office building. The nearest significant noise sources are Gas Works Road and Kings Road. The nearest potential commercial noise sources are The Thirsty Bear Pub & Pizza Restaurant, and the Back of Beyond Wetherspoons pub.
- 2.2 The site location and surrounding area are shown in Figure 1 below.

Figure 1 Site Location and Surrounding Area



- 2.3 The proposal is to develop the office space into residential apartments.

3. PLANNING POLICY

National Policy

- 3.1 Outline guidance for the assessment of noise affecting new developments is given in the National Planning Policy Framework (NPPF). Relevant sections in this case are highlighted below:

187. Planning policies and decisions should contribute to and enhance the natural and local environment by ... preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of ...noise pollution.

198. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

200. Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse impact on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.

- 3.2 Schedule 2 Part 3 Class MA of The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021 (Class MA) provides guidance for the conversion of offices (Class E) to residential properties (Class C1).

MA.2.—(1) Development under Class MA is permitted subject to the following conditions.

(2) Before beginning development under Class MA, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

(d) impacts of noise from commercial premises on the intended occupiers of the development.

- 3.3 To address the requirements of Class MA, the potential commercial noise sources affecting the habitable areas of the proposed development have been assessed.

4. COMMERCIAL NOISE IMPACT ASSESSMENT

Existing site noise levels

- 4.1 A noise survey was carried out at the site from 31 January to 04 February 2025 to characterise and quantify the existing noise environment. The full methodology and results of the noise survey are provided in Appendix 1.
- 4.2 Average (LAeq), maximum (LAmax) and background (LA90) noise levels across the site were generally dictated by road traffic on Kings Road. Average noise levels at the southeastern edge of the site were also affected by sporadic vehicle movements on Gas Works Road.
- 4.3 These noise sources do not require assessment in accordance with Class MA and therefore are not considered further in this report.

Commercial Noise Sources

- 4.4 The closest commercial noise sources identified during the survey were the Thirsty Bear Pub & Pizza Restaurant and the Back of Beyond Wetherspoons pub, both approximately 140m from the site. Both pubs were regularly open over the survey period.
- 4.5 During the attended portion of the survey, no commercial noise was identified coming from the pubs at the position of the site. A qualitative assessment of noise was also taken at a closer position to the noise source (c. 55m away), and no audible commercial noise was identified.
- 4.6 The audio captured by the unattended noise loggers on the site (including night-time and weekend periods) was reviewed. No commercial noise was audible.
- 4.7 In summary of the above, there is no significant commercial noise at the site and therefore no noise-related reason exists why permission for the proposed development should not be granted under Class MA.

5. CONCLUSIONS

- 5.1 Cass Allen was instructed by London Two Limited to assess potential commercial noise affecting the development as required Schedule 2 Part 3 Class MA of The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021.
- 5.2 A noise survey was carried out at the site. Noise levels at the site are dictated by road traffic noise emissions from Kings Road and sporadic vehicle movements on Gas Works Road.
- 5.3 The nearest commercial noise sources identified were the Thirst Bear Pub & Pizza Restaurant, The Back of Beyond Wetherspoons. No noise from these sources was audible at the site, and therefore no further assessment of commercial noise is required.
- 5.4 It is our view that this report contains the information required to satisfy the noise requirements of Class MA in relation to the proposed change of use application.

Appendix 1 Survey Results

Survey Summary:

The survey comprised short-term operator attended measurements and longer-term unattended noise monitoring at the site. Noise levels at the site were generally dictated by road traffic on surrounding roads. The nearest commercial noise sources identified were the Thirsty Bear Pub & Pizza Restaurant and the Back of Beyond Wetherspoons pub. No noise was from these sources was audible at the site and therefore no further assessment of commercial noise is required.

Survey Period:

31/01/2025 to 04/02/2025

Survey Objectives:

- To identify noise sources that contribute to ambient noise levels at the site;
- To identify if any commercial noise sources contribute to ambient noise levels at the site;
- To measure noise levels around the site over a typical day and night-time period.

Equipment Used:

Type	Manufacturer	Model	Serial Number
Sound level meter ¹	NTi Audio	XL2	A2A-24252-E1
Calibrator	Larson Davis	Type CAL200	15011
Sound level meter ¹ (noise logger)	Rion	NL-32	01182950
Sound level meter ¹ (noise logger)	Rion	NL-32	00272007
Sound level meter ¹ (noise logger)	Rion	NL-32	01213688
Calibrator	Rion	NC-74	34551703

Note 1: All sound level meters were calibrated before and after measurement periods and no significant drift in calibration was found to have occurred. The results of the measurements are therefore considered to be representative.

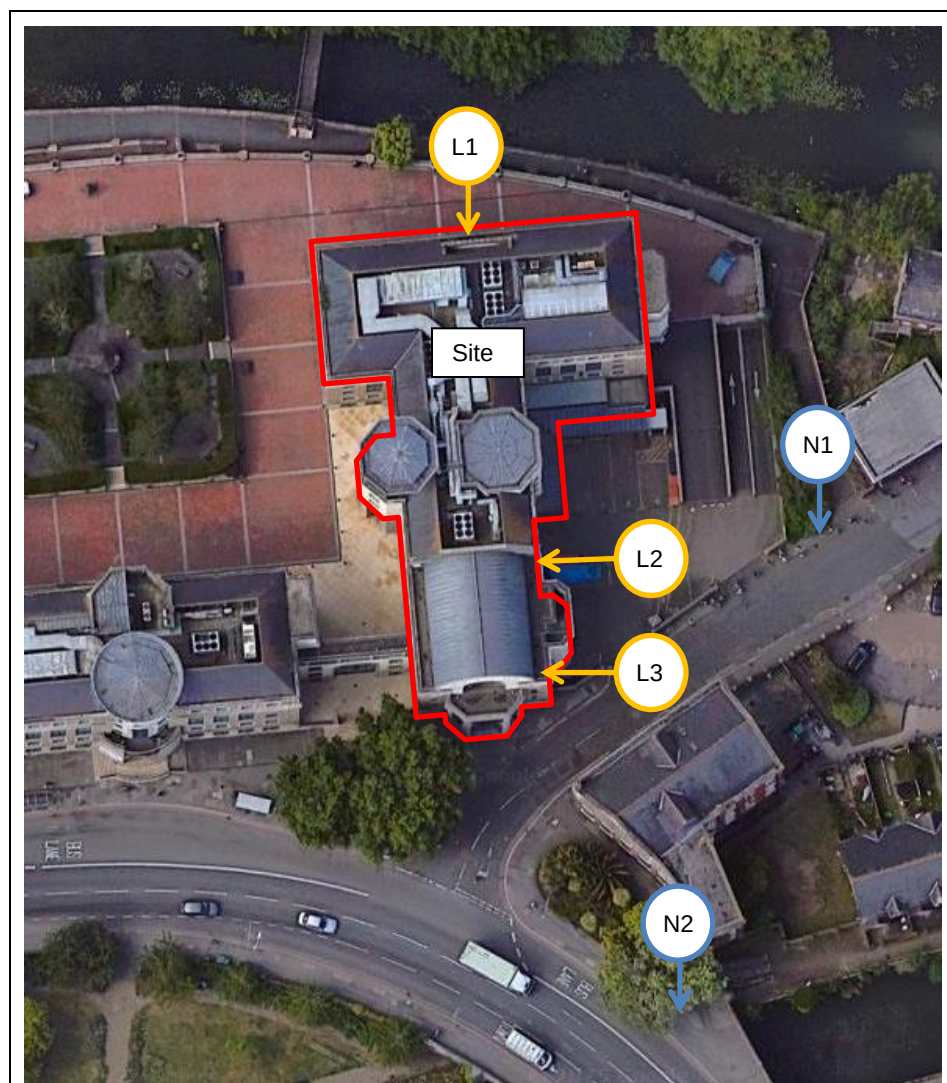
Weather Conditions:

The observed weather conditions were acceptable for acoustic measurement throughout the attended survey periods (low-medium wind speeds and no rain). Weather records for the area confirmed that weather conditions were also generally acceptable for acoustic measurement during the unattended monitoring.

Measurement Positions:

Position (refer plan below)	Description
N1	Attended noise monitoring position. 1.5m above ground. Free-field. Direct line of sight to nearby roads.
N2	Attended noise monitoring position. 1.5m above ground. Free-field. Direct line of sight to nearby roads.
L1	Unattended noise logging position. 12m above ground level. Free-field. Direct line of sight to nearby roads.
L2	Unattended noise logging position. 18m above ground level. Free-field. Direct line of sight to nearby roads.
L3	Unattended noise logging position. 18m above ground level. Free-field. Direct line of sight to nearby roads.

Site Plan showing Measurement Positions:



Attended Noise Monitoring Results:

Date	Position	Time	Meas. Length	LAeq, dB	LAmix, dB	LA90, dB	Observations
31/01/2025	N1	13:15	5 mins	62	77	50	Noise dictated by road traffic noise from Kings Road. Noise also from sporadic vehicle movements on Gas Works Road. Background noise was from nature sounds (i.e. birdsong) and people walking past the measurement position. No commercial noise was audible at measurement position
		13:20		59	69	49	
	N2	13:30	5 mins	73	80	57	Average and maximum noise levels are dictated by road traffic from Kings Road. Background noise from people walking past the measurement position. No commercial noise was audible at measurement position
		13:35		82	103	58	Measurement was affected by ambulance passing the measurement position.
		13:40		73	80	62	Noise dictated by road traffic from Kings Road. Background noise from people walking past the measurement position. No commercial noise was identified.
		13:45	5 secs	70	75	67	Noise dictated by cars passing.
		13:46	5 secs	73	75	70	
		13:47	7 secs	69	72	66	
		13:49	10 secs	70	76	64	
							Noise dictated by bus passing.

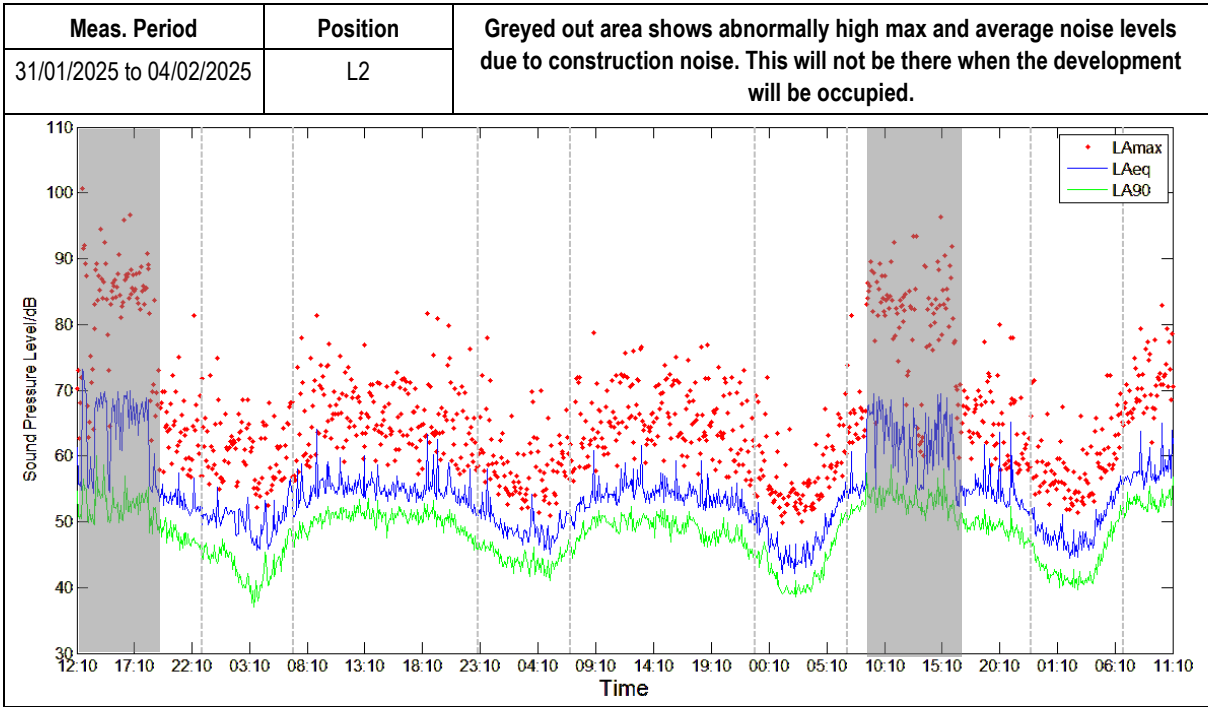
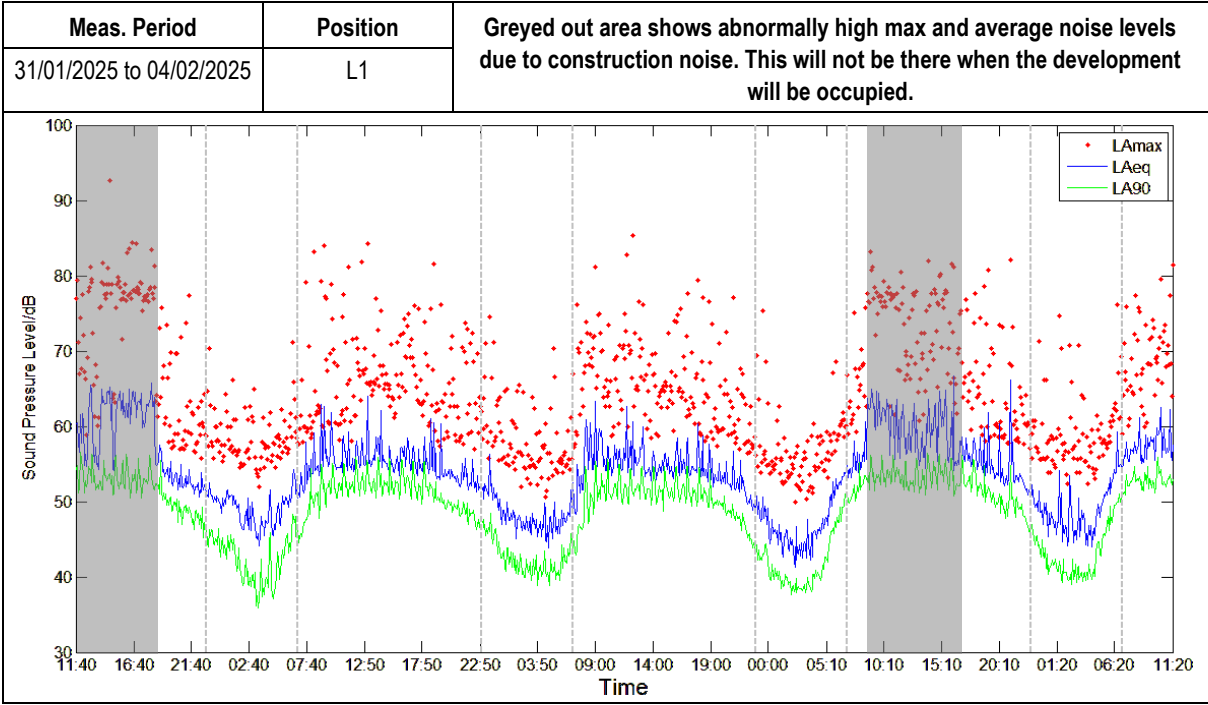
Unattended Noise Monitoring Results:

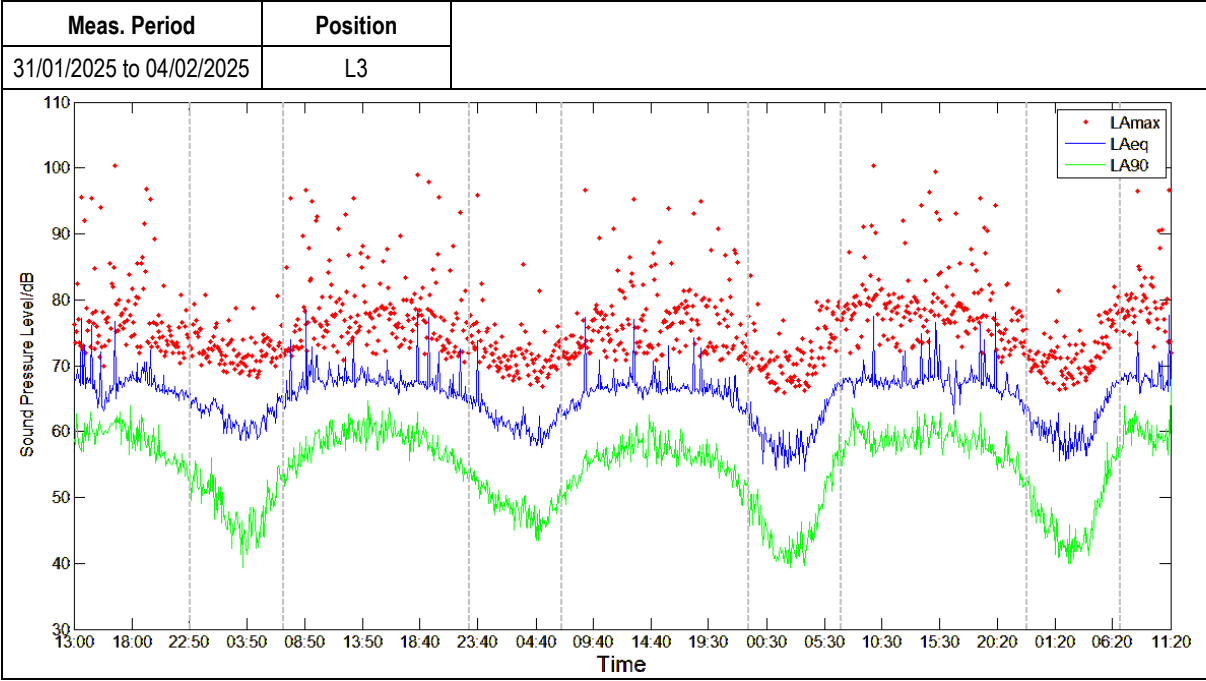
Meas. Period	Position	Daytime (0700-2300hrs)		Night-time (2300-0700hrs)		
		LAeq,16hr, dB	LA90,1hr dB ¹	LAeq,8hr, dB	LA90,5mins, dB ¹	LAmix, dB ²
31/01/2025 to 04/02/2025	L1	57	52	49	40	64
	L2	58	50	50	45	66
	L3	68	58	62	48	77

Note 1: Typical lowest measured during the period shown.

Note 2: Highest typical maximum noise level during the night-time (not exceeded more than 10-15 times per night).

Unattended Noise Monitoring Results:







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