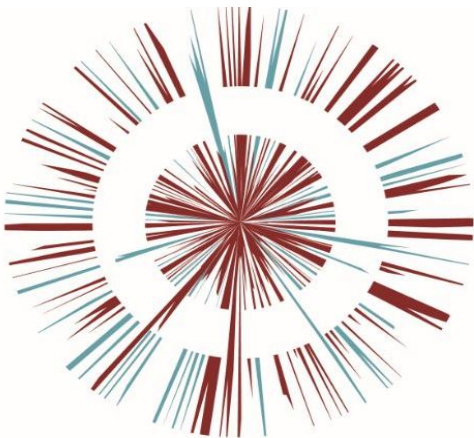




OMEGA ZONE 8, ST HELENS

Omega St Helens Ltd / T J Morris Ltd



**TJM Operational Noise
Management Plan
UNIT 1 DOC. 10.**

Unit 1

Omega Zone 8

St. Helens

Operational Noise Management Plan

July 2020

WYG

Executive Park, Avalon Way, Anstey, Leicester, LE7 7GR

Tel: +44 (0)116 234 8000

Email: nigel.mann@wyg.com

Document Control

Project: Unit 1 Omega Zone 8
Job Number: TBC
File Origin: O:\Acoustics Air Quality and Noise\Active Projects\A118153

Document Checking:

Prepared by:	Lewis Kelter <i>Environmental Consultant</i>	Initialled: LK
--------------	---	----------------

Checked by:	Graham Davis <small>AMIOA</small> <i>Principal Environmental Consultant</i>	Initialled: GD
-------------	--	----------------

Verified by:	Nigel Mann <small>MIOA</small> <i>Director</i>	Initialled: NM
--------------	---	----------------

Issue	Date	Status
1	06 th July 2020	First Issue
2	10 th July 2020	Second Issue
3		

Unit 1 Omega Zone 8

Operational Noise Management Plan

Objective

The objective will be to ensure that noise is kept to a minimum and that vehicles operate efficiently and effectively when serving the depot; thereby minimising any incidence of potential disruption from potential noise disturbance to local residents.

This document - prepared in response to a planning condition proposed by St Helens Environmental Health Division - accords with the DfT Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Retailers: April 2014. Relevant signage will be installed, reminding drivers and of the Operational Noise Management Plan (ONMP) principles and regular training will be provided by management to enforce the points. An activity log of ongoing checks and training will be kept and available to the Local Planning Authority (LPA) on request.

Physical Noise Mitigation Measures

This ONMP includes the requirement for the following noise mitigation measures to be installed/kept:

- Surfacing of the service yard to be smooth with no cracks and mixed height joints.
- Signage to remind drivers of being quiet at night

Vehicle Management Strategies

A combination of strategies will contribute to the operation of the NMP. These include overriding management controls.

- Vehicle Manoeuvres
- Vehicle Schedules

Delivery Process

There are a number of management and operations measures to reduce noise levels which include: -

Unloading

- Ensure engines are switched off;
- Any refrigeration units within vehicles will be switched off and connected to external electrical hook-ups;
- Manoeuvring of vehicles should be minimised;
- Goods will be loaded/offloaded from the vehicle directly from/into the internal loading bay;
- There should be no radios left on;
- Doors should be closed without excessive force;

- There should be no shouting in the external yard area;
- There should be no use of vehicle horns in the area; and
- Drivers should seek to:
 - lower loading plates into the correct position with minimal noise;
 - avoid making contact with trailer walls, lift guardrails and other obstructions; and
 - maintain conversation to a minimum.

The Return Journey

- All vehicle doors must be closed with minimal noise; and
- Drivers should seek to:
 - engage gears with minimal noise;
 - keep engine revs to a minimum;
 - apply brakes gently; and
 - accelerate gently until the vehicle is a reasonable distance from the distribution centre.

Reversing Alarms

All vehicles permanently based at the site are fitted with broadband (white noise) reversing alarms, which are AS/PIEK approved for night-time operations. Third party vehicles (including maintenance vehicles) may not be able to be controlled in this way and therefore this would not be able to be enforced.

Refrigeration Units and Mobile Plant

It is understood that use of the yard will almost be entirely HGVs. There will be some forklift truck (FLT) use however, this is unlikely to take place during the night-time. The FLT's will not have tonal reversing alarms.

Vehicle-mounted refrigeration units will be routinely inspected and maintained to ensure their efficient operation and will preferentially be connected to electrical hook-ups where available when parked and switched off when vehicles are not in use.

Ongoing Management

Management staff will undertake monthly checks, both within and surrounding the yard areas to ensure that all equipment, gates etc. are operating efficiently and without excessive noise. This includes a check on the external yard surfacing. Similarly, management staff will check that the NMP is being adhered to and keep a log of this activity. A direct, out of hours telephone line, with contact details, will be made available to nearby residents and local authority Environmental Health Officers to aid liaison.

Signage will be provided at the entrance to site reminding drivers to be respectful of local residents. A telephone number will be visible on site hoarding and signage, to allow the public to contact site management

to resolve any concerns relating to noise. Additionally, the site will be manned 24/7, with personnel located at the Security Gatehouse.

Any defects or damage (such as squeaking gates, cracks to yard surface, gaps/splits in dock cushions, clips to stone pillars) will be reported to the centre Manager and remedied in a reasonable time.

Training and Ongoing Management

Regular training will be undertaken by management to drivers and local staff to ensure that this Management Plan and the DfT Quiet Deliveries Good Practice Guidance will be adhered to. This training will be logged and made available to the LPA upon request.

- Management staff will undertake a minimum of monthly checks, to ensure that this Management Plan is being adhered to.
- Regional management will undertake unannounced checks (in conjunction with their existing schedule of unannounced checks) to ensure that this Management Plan is being adhered to.

Compliance Monitoring

Following the occupation of the site, compliance monitoring will be undertaken within 3 months of the commencement of operations to verify compliance with the predictions outlined within Appendix 7.7 of Environmental Statement Vol 2 – OPP DOC.11.20 as carried out by WSP dated Dec 2019.

This should involve monitoring of activity at the site and calculation to ensure the levels are not breached at the closest sensitive receptors. The monitoring will be undertaken using instrumentation of at least type 2 as specified in BS EN 61671, which is specified as the minimum appropriate instrumentation within BS7445-1:2003. The monitoring will be undertaken over representative worst-case periods and should be a minimum of 15-minutes at a variety of locations including HGVs arriving, parking and docking/unloading at the free field locations shown within the compliance monitoring location plan as appended to this document. The monitoring shall be undertaken by a competent person, be this the site manager (following the appropriate guidance as presented within BS7445-1:2003) or an external acoustic consultant.

Following the monitoring, noise levels at the closest sensitive receptors should be calculated and compared to the levels within the above document. No further action is required if noise monitoring and calculation demonstrates that the noise limits have been met.

If the monitoring / calculations show that the noise limits have been exceeded then the working procedures would be reviewed, and appropriate remedial action may be taken to identify and address the cause of the

excessive noise levels. Following this, an additional round of compliance monitoring should be undertaken to demonstrate the remedial action was effective.

End of Document