

# TECHNICAL NOTE: 1022022 GAP WHITEHAVEN - NOISE MANAGEMENT PLAN

TO: Copeland Borough Council

FROM: Adam Barr - Director, JPM Acoustics Ltd

SUBJECT: 4/21/2565/0F1 - UNIT 2, JOE MCBAIN AVENUE – NOISE MANAGEMENT PLAN

DATE: 20<sup>th</sup> July 2021

This note provides a Noise Management Plan (NMP) for a retrospective planning application on the GAP site on Joe McBain Avenue in Whitehaven. The retrospective planning application relates to the retention of a new building to be used as a workshop and store and surfacing of the existing yard with concrete.

The NMP is being submitted following a request from the Environmental Health Officer for a NMP to be provided as part of the planning application submission.

### **Consultation with Copeland Borough Council**

Consultation was undertaken with Copeland Borough Council (CBC) to provide context to the application and to agree the elements that should be included in the Noise Management Plan.

Consultation was undertaken with the EHO by e-mail on Tuesday 19<sup>th</sup> July 2020, the relevant content from JPM Acoustics Ltd's e-mail to the EHO was as follows:

## "<u>Context to Current Application</u>

I understand that the Noise Management Plan is being requested based on the findings of a Noise Impact Assessment Report that was prepared by Noise Consultants Limited (NCL), which has been reviewed by JPM Acoustics Ltd. The NCL report considered all noise sources on the GAP site, including those that have planning permission under an extant planning consent. The current retrospective planning application only relates to the following elements, as detailed in the Planning Application Description:

"Retention of new building to be used as a workshop and store and surfacing of yard with concrete"

Therefore, only new noise sources associated with the above should be considered when determining the current application. The final paragraph of the conclusion of the NCL report stated the following with regard to the noise sources associated with the current application:

"Whilst we are unable to confirm beyond reasonable doubt, it is likely that noise from the GAP that has been assessed is associated with the permitted, rather than non-permitted development."

Based on the Noise Impact Assessments undertaken by JPM Acoustics Ltd on the site, we agree with the above statement. The main noise sources associated with the GAP site are external and are associated with permitted use of the site, the new workshop building and the resurfacing of the yard is unlikely to make any material difference to local residents, as the external operations in the yard will remain largely unchanged.



### Noise Management Plan

Notwithstanding the above context, which I trust is useful, I propose including the following elements in the Noise Management Plan to support the current application:

- A maintenance plan for the existing 'Echo' noise barrier along part of the northern site boundary. The maintenance plan will include an annual inspection of the noise barrier to identify any gaps in the barrier, or any degradation of the panels, where necessary individual panels will be replaced or repaired.
- The noise management plan will include details of training to be given to employees regarding quiet working practices including reducing shouting on the site, not allowing amplified music in external areas and common practice measures such as preventing unnecessary idling of engines etc.
- Details of how noisy working activities inside the new skin/frame structure will be minimised.
- Erection of a 3 m noise barrier around the jet washing area that was identified as a key noise source in the NCL Noise Impact Assessment Report."

A response was received from the EHO on the 20<sup>th</sup> July 2022, the relevant content of the response was as follows:

"I am happy with your suggestions.

From my perspective, the GAP site is not intrinsically noisy as such but there are sporadic though regular issues associated with working practices that are problematic to nearby residents, especially in the Summer months.

The Noise Management Plan should be able to address these issues."

Based on the above consultation, the proposed Noise Management Plan is included in the following section.

## Noise Management Plan

### Noise Barrier Maintenance

An annual visual inspection of the barrier will be undertaken and a log of the findings of the inspection will be kept. Where any of the fence panels are identified as damaged, they will be replaced. Should any gaps be found between adjacent fence panels or at the base the barrier, these will be made good.

If any of the fence panels are to be removed for cleaning or repair, a visual inspection of the panels will be undertaken once reinstalled, should any gaps in the barrier be identified, these will be made good.

All cleaning and maintenance of the barrier panels will be undertaken in full accordance with manufacturer's instructions.

#### **Operational Mitigation Measures**

The site management are committed to enforcing the following rules for employees on the site and any visitors to the site:

- Care will be taken when unloading vehicles to minimised noise. Delivery vehicles will be routed so as to minimise disturbance to local residents.
- Delivery vehicles will be prohibited from waiting within or in the vicinity of the site with their engines running.
- All plant will be sited so that the noise impact at nearby noise-sensitive receptors is minimised.
- Local hoarding, screens or barriers will be erected as necessary to shield particularly noisy activities.



Staff and drivers will be made aware (regularly) of their responsibilities and the importance of keeping noise to a minimum. This will be reinforced with correct signage at prominent locations, with adherence supported and monitored by management. Drivers will be issued with a Driver Charter outlining the required practices, such as:

- Give consideration to noise and local residents as you approach and manoeuvre your vehicle. Avoid revving the engine.
- Where possible, the use of reversing alarms should be kept to a minimum. Where a banksman is available, or it is otherwise safe to do so, reversing alarms are to be switched off. Where it is not possible to switch off reversing alarms, broadband reverse alarms should be used.
- Do not sound your horn.
- Engines are to be switched off when the vehicle is stationary, and when unloading is taking place.
- Avoid banging into the side of the trailer when moving stock around in the rear of the vehicle.
- Radios are to be switched off and doors are not to be slammed.
- Be mindful of how far your voice can carry when talking.
- No whistling or shouting to get attention of site staff.
- Ensure doors and shutters are not slammed.

Staff will be given training on reducing noise emissions from the site and will be told that the above measures are to be implemented. Visitors to the site will be given a site induction which will include a section on reducing noise while working on the site.

# Works within New Workshop and Storage Building

The following measures will be implemented to reduce noise emissions from the new workshop and storage building:

- Any compressors brought on to site will be silenced or sound reduced models fitted with acoustic enclosures.
- All pneumatic tools will be fitted with silencers or mufflers.
- During any noise generating operations within the new workshop and storage building (e.g. use of power tools), the roller shutter doors will be kept closed.
- All plant items will be properly maintained and operated according to manufacturers' recommendations in such a manner as to avoid causing excessive noise.

#### Jet Washing Area

A 3 m acoustic barrier will be erected around the jet washing area to mitigate noise from use of the jet washer at the nearest receptors.

To ensure the acoustic integrity of the proposed acoustic fencing, it should be continuous, imperforate (i.e. no holes/perforations), sealed at the base, installed between the jet washer and the nearest receptors, and with a mass per unit area of at least 12 kg/m<sup>2</sup>. Such a construction would typically be achievable with the use of a close boarded timber fence of appropriate thickness, or a composite or masonry barrier.

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