



**EG Group**

**Kingsway Business Park, Rochdale**

**Noise Impact Assessment**

**Site Noise Management Plan**

**DC4220-NMP1**



### Report Version Issue Log

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## **1.0 INTRODUCTION**

EG Group has appointed Dragonfly Consulting to prepare a Site Noise Management Plan for their development on Kingsway Business Park, Rochdale.

The plan outlines the strategy to be adopted to ensure that all functions are carried out safely and with minimal environmental noise disturbance to local residents. This plan takes into account the site location within the context of the adjacent residential area and identifies site-specific measures that will be put in place in the management of onsite operations, together with offsite measures on approach to the site.

### **1.1 Overview**

#### **1.1.1 Site Description**

The site is located at Kingsway Business Park, Rochdale and includes a petrol filling station (PFS) with fifteen (15) associated car parking spaces and thirteen (13) EV charging spaces, an automatic car wash and two (2) hand wash car bays as well as two (2) drive-thru restaurants with forty-five (45) associated car parking spaces total.

#### **1.1.2 Physical Noise Control Measures**

The following physical noise mitigation measures in the form of acoustic barriers have been constructed on site to offset any potentially adverse noise effects:

- 2.0m barrier along the norther boundary of petrol filling station (PFS) servicing area;
- 2.0m barrier along the norther boundary of drive thru; and
- 2.3m barrier around car wash bays.

The locations of the noise barriers are shown (in teal) on the site plan in Figure 1.1, overleaf.

**Figure 1.1**  
**Site Plan**



## 1.2 Noise Sensitive Receptor (NSR) Locations

The following noise sensitive locations have been identified based on their proximity to the site:

- NSR1 – 2-6 Helmsman Lane, Rochdale OL16 4PS (2-Storey residential properties);
- NSR2 – 1-5 Wallis Avenue, Rochdale OL16 4GP (2-Storey residential properties);
- NSR3 – 29 & 31 Wallis Avenue, Rochdale OL16 4GP (2-Storey residential properties);
- NSR4 – 33 Wallis Avenue, Rochdale OL16 4GP & 1 Michael Faraday Avenue, Rochdale OL16 4GN (2-Storey residential properties);
- NSR5 – 62 & 64 Stiups Lane, Rochdale OL16 4XB (2-Storey residential properties).

The locations of each receptor are presented in Appendix A.

## 2.0 OPERATIONAL NOISE MANAGEMENT AND CONTROL MEASURES

### 2.1 Potential Noise Sources

The following operations have been identified as the main noise generating activities associated with the site include:

- Noise arising from vehicle movements into and around the site (i.e. HGV Deliveries).
- Noise arising from operational plant.
- Noise from use of car washing bays.

### 2.2 Noise Management Risk & Prevention Measures

Table 2.1 presents a summary of the actions to be undertaken by site operatives to minimise the risk of excessive noise emissions from onsite operations.

**Table 2.1**  
**Noise Minimisation Actions & Risk Prevention Measures**

| Potential Noise Source                                    | Actions proposed to prevent and minimise risk                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Noise from Delivery Operations and Other Vehicular Access | <p>Delivery noise should be appropriately mitigated through the implementation of a scheme of operational mitigation measures. These should include, but not be limited to the following:</p> <ul style="list-style-type: none"> <li>• Onsite deliveries restricted to the daytime period only (0700h – 2300h).</li> <li>• Any vehicles servicing the site fitted with chiller units are to turn off these units during onsite operations.</li> <li>• 5mph speed restriction in place for any HGVs accessing the site.</li> <li>• HGVs should not use areas on existing public roadways for parking. These areas should only be used as means of transit only with no stopping in place. HGVs should move to their allocated loading bay on the site as soon as possible. Once HGVs have arrived at the appropriate loading bay or parking area, all engines should be switched off.</li> <li>• Revving of engines to be kept to a minimum at all times.</li> <li>• Vehicles are not to be left idling.</li> <li>• Reversing sirens not to be used on site when safe to do so.</li> <li>• Speed restrictions to be observed at all times.</li> <li>• A quiet approach strategy should be adopted which will require the low revving of engines, no slamming of cab doors,</li> </ul> |

|                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                              | <p>voices to be kept at a low volume and to ensure radios are off in the cabs.</p> <ul style="list-style-type: none"> <li>Vehicles should be unloaded as quietly as possible, with care undertaken to minimise contact with trailer walls, lift guardrails and any other obstructions.</li> </ul> <p>In order to prevent excessive noise from other vehicles on site, such as those belonging to patrons, signage will be clearly displayed encouraging engines to be turned off when not in use, excessive revving to be kept to a minimum and car audio systems to be kept to a low level when on site.</p> |
| Noise from Fixed & Mobile Plant                                                              | <p>While no specific source noise mitigation is required on site, all fixed plant should undergo routine inspection in line with manufacturer's recommendations.</p> <p>Any irregular operational noise emissions should be logged in the site diary and addressed accordingly to ensure operational noise output of all fixed plant is kept to a minimum and plant is functioning as expected.</p>                                                                                                                                                                                                           |
| Excessive Noise from Deterioration of Physical Noise Control Measures (i.e., Noise Barriers) | Noise barriers should be routinely inspected to ensure they are in good repair (i.e., no warping should have formed or cracks between the boards or underneath the barrier).                                                                                                                                                                                                                                                                                                                                                                                                                                  |

## 2.3 Continuous Monitoring & Improvement

### 2.3.1 Daily Site Inspections

Monthly inspections will be undertaken by the site manager to ensure adherence with the noise management and risk prevention measures detailed above.

A record of non-conformance and areas of concern will be recorded in the site diary. These records will be used to assist in the determination of an appropriate method of response. This report should also be used to assist in handling of complaints as detailed further within this plan.

### 2.3.2 Training

A site induction will be carried out by all new starters and contractors visiting the site. As part of this process, employees and contractors will be made aware of the potential of noise causing a disturbance to neighbouring residents. This training should be used to ensure adherence to risk prevention measures as detailed above.

### 2.3.3 Periodic Review of Site Noise Management Plan

A periodic review of this plan should be undertaken to ensure that it remains relevant to operations on site.

These reviews should take place annually as a minimum or whenever there is a significant operational change at the site requiring an update. Reviews should also be undertaken following the investigation of a complaint if further procedures are necessitated.

### **3.0 COMPLAINTS PROCEDURE**

#### **3.1 Overview**

Any noise complaints received in relation to the site will be recorded on a complaints form. Complaints must be recorded within one working day and notified to the Local Authority within three working days of receipt. Noise complaints shall be fully investigated and available at future inspections. Investigations shall take into account:

- The activities taking place at the time of the complaint;
- The timing of the complaint;
- Any abnormal operations either on site or nearby;
- Any changes that may have been made to a standard operational procedure;
- The receptor and the impact that may have been caused.

Following all investigations into complaints and if the issue is caused by an operation at the site, a discussion will be had with the Local Authority. Any practical proactive measures that can be agreed will be implemented to help minimise the impact.

#### **3.2 Noise Monitoring and Remedial Action Plan**

If substantiated complaints are received by the Local Authority, monitoring will be carried out in conjunction with the Local Authority and a qualified third-party Acoustic Consultant.

##### **3.2.1 Noise Monitoring Procedure**

In the event that noise monitoring is required, all monitoring shall be undertaken in accordance with British Standard (BS) 7445-1:2003 *Description and measurement of environmental noise*.

A record of the prevailing weather conditions shall be taken during the noise monitoring to ensure the data is free from any influence from adverse meteorological conditions. The following records shall be taken:

- Details of the prevailing wind direction and speed;
- Rainfall rate and accumulation.

Monitoring equipment should conform to Type 1 or better of the latest versions of BS EN 61672-1:2013 *Electroacoustics, Sound Level Meters – Specifications*. The sound level meters should be field-calibrated before and after measurements using an acoustic calibrator conforming to the latest versions of BS EN 60942:2018 *Electroacoustics – Sound Calibrators*.

All monitoring equipment should be laboratory calibrated within the preceding 24-month period and acoustic calibrators within the preceding 12-month period to a traceable standard by a UKAS-accredited laboratory, or equivalent.

The sound level meters should be installed in close proximity to, or at a position representative of, the complainant's residential premises in free-field conditions.

The following noise level indices should be recorded using a fast response time weighting:

- $L_{Aeq,T}$  – The A-weighted equivalent continuous noise level over the measurement period.
- $L_{A90}$  – The A-weighted noise level exceeded for 90% of the measurement period.
- $L_{Amax}$  – The maximum A-weighted noise level during the measurement period.
- $L_{feq}$  – The unweighted equivalent continuous noise level in 1/3rd octave bands.

### **3.2.2 Remedial Action Plan**

Should the results of the survey identify noise outputs exceeding the planning limits, a remedial action plan will be drafted for submission to the Local Authority and subsequent updates made to the Site Noise Management Plan.

**Appendix A – NSR Location Plan**

**Figure C-1**  
**NSR Location Plan**

