NOISE MANAGEMENT PLAN

O'DONOVAN WASTE TRANSFER STATION, ALPERTON LANE WEMBLEY

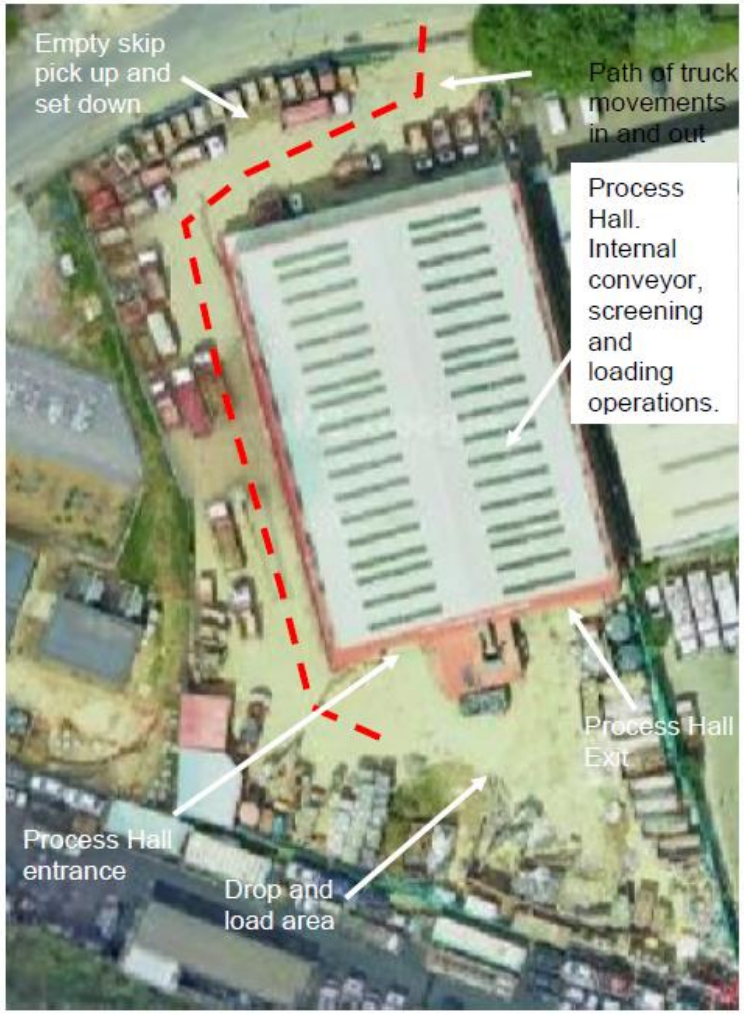
CONTENTS

1.0 INTRODUCTION

This Noise Management Plan (NMP) has been prepared to support an application to vary the site's current Environmental Permit EPR/ LP3037WG.

Drawing 1 shows the site location

Drawing 2 provides details of the Site layout.



O'Donovan has operated the Site as a transfer facility for non-hazardous waste from the construction and demolition industry since 2015. This update to the NMP supports a variation application for the permit to allow a proposed extension to operating hours.

This NMP forms part of the site's formal documented governance system for the operation of the Site, and will be adhered to by all staff who will receive training in the contents of it. The specification for the periodic review and update of this plan will be set out within the system however, this plan will be reviewed as required should the following occur:

- significant changes are made to the plant or operational practices;
- the EA requests that the NMP is updated, in their role as regulator; or
- complaints are received, which on subsequent investigation result in the identification of further control measures or remedial action, in addition to those set out within this Noise Management Plan.

This Noise and Vibration Management Plan details the current noise control mechanisms and procedures for the site. This document has been prepared with reference to the following guidance:

The H3: Horizontal Guidance for Noise. This guidance provides supplementary information, relevant to all sectors, to assist in preventing and minimising emissions of noise as described in the Sector Guidance Notes (or the General Sector Guidance Note).

The guidance is in two parts:

Part 1 – Regulation and Permitting – outlines the main considerations relating to the setting of permit conditions and subsequent regulation of noise. Part 1 is aimed primarily at the information needs of regulators.

Part 2 – Noise Assessment and Control – describes the principles of noise measurement and prediction and the control of noise by design, by operational and management techniques and abatement technologies. Outline methods of noise control are provided such as:

- *use of inherently quieter processes;*
- *selection of inherently quiet plant or "low-noise options";*
- *site layout to maximise natural screening, screening by buildings and separation distances;*
- *orientation of directional noise sources away from sensitive receptors; and noise barriers or bunding.*

The document also details how noise should be managed and includes in Appendix 4 information that should be included in a Noise Management Plan. Part 2 is aimed equally at the Regulator and at Operators.

1.1 Nearest Noise Sensitive Receivers (NNSR)

Nearest Noise Sensitive Receptors are listed below in Table 1:

Table 1: Nearest Noise Sensitive Receptors (NNSRs)

Orientation to Site Boundary	NNSR	Approx Distance to site (m)
NNW	Alperton Lane/May Gardens Residential area	25
NE	Alperton Recreational sports ground	35
NE	Light commercial/business area (mixed)	275
NE	Vicar's Green Primary School	275
SW	Football ground (Brentham FC)	500
S	River Brent and associated footpath	112.5
SSE	Residential area (including allotments and Lynwood Road)	300
W	Perivale Village	250

2.0 OPERATIONAL PROCESSES

Potentially noise generating activities at the site are as follows:

2.1 Truck movements in and out of the facility.

Specific noise control measures include:

- Site speed limit, "no idling" policy, and minimization of site vehicle movements.
- Maintenance of even driving surface for all HGVs and site mobile plant of good integrity with no areas of unmade ground.
- Maintain current daytime working hours with loading and unloading only occurring between 7am and 7pm.
- Eliminate queuing at the site entrance outside daytime operational hours.

2.2 Loading / Unloading of Processed / Unprocessed Waste

Specific noise control measures include:

- Site speed limit, "no idling" policy, and minimization of site vehicle movements.
- Maintenance of even driving surface for all HGVs and site mobile plant of good integrity with no areas of unmade ground.
- Maintain current daytime working hours with loading and unloading only occurring between 7am and 7pm.
- Continue to concentrate noisy activities to the rear of the site away from noise sensitive receivers and shield such activity from line-of-sight view to noise sensitive receivers wherever possible.
- Ensure that skips are lifted and carefully lowered when setting down or picking up to avoid having to drag them to position them.
- Continued use of white noise reversing alarms for site mobile plant.

2.3 Internal Waste Processing

Specific noise control measures include:

- Routine maintenance of shredder, trommel, conveyors, screening /separating equipment and other internal mechanical equipment.
- Ensure no mobile plant works outside of the processing building between 2300 and 0700 hours.

3.0 NOISE MANAGEMENT AND RISK ASSESSMENT

3.1 Noise Assessment and Controls

The NMP forms part of O'Donovan's documented governance system for the Alperton Lane site. The management team has responsibility for implementation of the system and all staff are trained with regard to the requirements.

Regular review is undertaken of the NMP including subsequent to any significant changes to operations and / or incidents (if required). Any resulting changes in the NMP are communicated to all staff.

3.2 Noise Assessment and Controls

The emphasis in the management of noise from the site is on prevention, and as such preventative maintenance, management, monitoring and inspection of all potential sources of noise are the main control measure.

3.3 Noise Source Risk Assessment

The noise source risk assessment is shown in Table 2 below:

Table 2: Noise Sources and Risk Assessment – Normal Operations

Noise Source	Characteristics of Noise	Regularity	Contribution to Overall Impact	Likelihood	Control Measures in Place	Residual Risk	Noise Action Plan	Responsibility
HGV Movements (external)	Low rumble, impacts due to loose attachments / movement of empty skips. Reversing alarms.	Intermittent 7am to 7pm	Medium	High	Time restrictions. Vehicles fitted with silencers and switched off when possible. Regular internal road and hardstand inspection and priority areas identified for repairs. Vehicles only normally manoeuvre (reverse) at rear of process building distant and shielded / part shielded from receivers	Low	Investigate cause, instigate corrective action, communicate with receptors.	Management.
Water Truck	Low rumble of engine, whine of pump and hiss of spray.	Once every few hours but only for very short period of a couple of minutes and only during daytime 7am to 7pm.	Low	High	As above.	Low	As above	Management
Movement of Skips	Impact noises as skips are stacked / picked up. Scraping noises with potential strong tonality from skips being dragged /	Intermittent 7am to 7pm but not regular.	Medium (High if skips dragged / pushed on hardstand)	High	Careful setting down and picking up of skips means impact noises are eliminated. Lifting skips to manoeuvre rather than drag eliminates scraping noise.	Low	As above.	Management.

Noise Source	Characteristics of Noise	Regularity	Contribution to Overall Impact	Likelihood	Control Measures in Place	Residual Risk	Noise Action Plan	Responsibility
	pushed on hardstand. Rattling and impacts of chains / attachments.							
Movement of Waste piles	Engine noise low rumble, white noise reversing alarms of front loader, horn sound of Front Loader, scraping of shovel on hardstand as waste picked up / moved.	Intermittent 7am to 7pm but not regular.	Medium	High	Maintaining screening and large distance from NNSRs by virtue of all activity occurring at rear of process building. Minimize use of horn.	Low	As above.	Management.
Loading / Unloading of Waste	Engine noise from Front Loader and HGVs. White noise reversing alarms of Front Loader. Crashes and bangs of initial drops into skip wagons from front loader. Scraping of front loader shovel on hard stand as waste is picked up / moved.	Intermittent 7am to 7pm	Medium / High	High	Maintaining screening and large distance from NNSRs by virtue of all activity occurring at rear of process building.		As above.	Management.
Internal Processing Activity	Broad band mechanical noise from shredder,	Continuous 24 hours.	Low (Daytime)	High	Majority of the walls of the building with line of sight to NNSRs have	Low	As above.	Management.

Noise Source	Characteristics of Noise	Regularity	Contribution to Overall Impact	Likelihood	Control Measures in Place	Residual Risk	Noise Action Plan	Responsibility
	trommel, conveyors, screening /separating equipment and other internal mechanical equipment. Engine noise and reversing alarm white noise from Front Loader and Excavator. Crashes and bangs due to waste being moved and dropped.		Medium (Night-time)		either circa 500mm thick concrete walls (up to 4m height) or above this an acoustic cladding consisting of profiled metal on deep columns with mineral wool infill in bays and finished internally in dense cementitious board / plasterboard. Open doors for entrance and exit are placed at the rear of the building shieled from NNSRs and at significant distance and facing away from NNSRs. Mobile plant will not normally venture outside of the building at night.			

4.0 ROUTINE NOISE CONTROL MEASURES

4.1 Noise Source Risk Assessment

There is no specific noise abatement equipment. A combination of management techniques, housekeeping, monitoring, maintenance and inspection are used to minimise noise in combination with the inherent noise mitigating properties of the general site layout and building fabric and orientation.

Restricted hours of operation mean that HGV movements in and out of the site do not occur outside of the hours of 7am to 7pm.

4.2 Maintenance Procedures

There is no active noise abatement equipment necessary on the site which requires maintenance. General planned preventative and reactive maintenance of site equipment is audited as part of the governance system.

Table 3 details the processes and checks carried out to minimise noise emission from operations at the site.

Table 3: Noise Minimisation Methodologies

Processes and Checks Carried out to Minimize Noise Emission from Operations Potential Noise Source	Minimization Methodologies
HGV Movements to and From site	Vehicles are scheduled to limit the number of vehicles entering/leaving the site. No vehicle waiting on public roads
Process Building	Operation performed within an enclosed building to contain potential noise. All machinery is switched off when not in use. Regular maintenance carried out. Ensure plant does not operate outside of the building at night.
HGV Movements and Site Mobile Plant Movements	Enforced speed limit of 5MPH Trained vehicle operatives Incoming / outgoing vehicles are fitted with silencers. Engines switched off during loading / unloading wherever possible. Regular internal road inspections. Incoming / outgoing vehicles time restrictions. Ensure minimization of horn usage.
Skip Movement	Ensure that skips are moved via careful lifting and setting down rather than dragging. Ensure skip stacking and pick up are undertaken carefully to eliminate impacts. Ensure chains and other ancillary items are tied down during movement to prevent impacts.

4.3 Training

The need for noise minimisation is widely advertised on site. As part of staff training and induction, it is explained to employees that they are to carry out their work with the minimal amount of noise possible especially if they are working outside.

4.4 Noise Surveillance

The purpose of noise surveillance is to demonstrate to the EA that the permitted development is being operated in such a manner as to minimise the noise impact at nearby noise-sensitive receptors.

A responsible person undertakes daily patrols and specifically at the boundary closest to the nearest nearby noise-sensitive receptors. Audibility or otherwise of the site is logged in a register.

A noise assessment score is made in the following way:

0 – No noise;
1 – Very faint noise;
2 – Faint noise - a noise that is slight and not easy to notice;
3 – Distinct noise - when the character of the noise can be recognised
4 – Strong noise – a noise that produces a strong response by an individual;
5 – Very strong noise;
6 – Extremely strong noise.

If applicable a note is made of the persistence and character of any noise.

Should a level of noise be of 4 or more be identified on the scale, the site management will be informed. Any specific site operating conditions at the time of survey will also be recorded, enabling the identification of any 'abnormal' site operating conditions such as downtime for refurbishment or maintenance.

4.5 Contingency Measures

In the event that noise nuisance is proven to be from the site and found to be causing a persistent problem, as determined by the investigation of off-site complaints (see Section 5.1 below) or during routine on-site monitoring, action will be taken to determine the source, and appropriate courses of action taken.

All efforts to implement corrective actions to stop or limit the source of the noise/vibration will be implemented as soon as is practicable and preventative actions identified will be closed out by the responsible manager in agreement with the site leadership team.

Management will take appropriate action with respect to contacting the Environment Agency in accordance with the notification requirements specified within the EPR Permit. Any actions required by the EA will be implemented within the timescales agreed with the regulator.

5.0 COMMUNICATION

5.1 Noise Complaints Response

A site nuisance complaints procedure is currently in place at site.

5.2 General Public Liaison

There is currently no proactive liaison with the local community as there have been no recent noise complaints. Should this occur in future the operator will endeavour to keep local residents informed.