



Noise Management Plan

Low Prudhoe

Thompsons of Prudhoe Limited

Ashcourt Group Halifax Way, Pocklington, York, England, YO42 1NR

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Basis of Report

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1.0 Introduction

1.1 Noise Management Plan Author

This Noise Management Plan (NMP) has been prepared by SLR Consulting Ltd (SLR) on behalf of Thompsons of Prudhoe Limited.

The plan was prepared in August 2025 and will be reviewed and updated (if necessary) in August 2026 or earlier if a significant operational change occurs or required by the Environment Agency.

Site operation and procedures will be designed to minimise emissions of noise. This will seek to ensure that operations at the site will not cause complaints relating to noise or lead to a disturbance of nearby receptors within the vicinity of the Waste Transfer Station at Dukes Way, Prudhoe, NE42 6PQ.

1.2 Site Location

The Site is located at the northern side of Prudhoe within an industrial park. The Site is bounded by a railway line to the north, other industrial based businesses to the east and west, and Princess Way to the south.

The surrounding land uses are heavy industry and/or commercial in nature. The nearest residential dwellings are located approximately 400m to the south of the site.

1.3 Site Details

The site currently operates as a waste transfer station accepting a range of commercial and industrial waste types. The existing site operations allows the acceptance of inert wastes (including soils and stones), scrap metal, a limited range of degradable waste (from commercial and industrial sources) construction and demolition wastes, and cement bound asbestos only.

The development proposals will expand the size of the permitted area. The permit variation will include an increase of annual waste quantities from 93,000 tonnes to 150,000 tonnes. Furthermore, the operators are proposing to introduce a tracked crusher to screen and crush inert waste to produce aggregate.



2.0 Noise Management Plan

The Site Manager is responsible for the implementation of the NMP and ensuring staff are suitability trained on the content within the NMP. A copy of this NMP will be included in the Site Management System held at the Site Office and all members of staff will have access to this document.

The Site Manager will be responsible for implementing the management plan and reviewing on a yearly basis or when significant changes occur and undertaking any updates that are needed.

2.1 Aims and Objectives

The aims and objectives of the NMP are:

- To minimise noise disturbance and annoyance to residents.
- To ensure compliance with environmental noise legislation.
- To develop a noise control strategy that can be implemented at the site.
- To ensure all staff have been adequately trained and received toolbox talks in relation to all noise generating operations on site.
- To seek to ensure site operations do not cause noise impacts that could constitute a statutory nuisance.

2.2 Hours of Operation

The site will be operational between the following hours;

- 06:00 to 18:00 on Monday to Friday
- 06:00 to 13:00 on Saturdays
- Sundays and Bank Holidays – Not Operational

2.3 Site Noise Risk Assessment and Control Measures

The on-site equipment has been listed in Table A, along with details of the nature of noise they produce, the contribution to overall emissions and control measures to be introduced to minimise and manage the noise emission.



Table A: Noise Risk Assessment

Source	Contribution to Emissions	Description of the Expected Noise	Initial Risk at Receptor	Mitigation Measures / Risk Management	Mitigated Risk
General Activity in the Service Yard Area from Mobile Plant	Medium	Waste loading and unloading activities and forklift movements.	Low to Medium	<p>The following control measures should apply to minimise noise from the service yard;</p> <ul style="list-style-type: none"> • The site shall only operate in accordance with the approved hours of operation as set out in the planning consent. • Ensure mobile plant is maintained in good working order, including noise control measures. • Vehicles switched off when not in use. • No handheld power tools to be used external to the building. • Minimise drop heights for material being loaded/unloaded into storage bins • Site surface is maintained in good order with no cracks or defects that would cause bangs and clatters to occur due to mobile plant movements. • Mobile plant trips should be minimised by determining efficient working practices. • Vehicles should not be revved excessively when manoeuvring in the yard • Reverse warning indicators for site vehicles should be directional i.e. white noise • Vehicle horns should not be used except in case of emergencies • Radios playing music should not be used externally. • Operatives should be equipped with personal radios to allow for communication between each other to avoid shouting occurring in the yard. • Toolbox talks/training should be provided to all operatives in relation to noise management and the expectation to minimise noise as much as practicable should be encouraged by the site management. • Routine inspections of operations on site to ensure enforcement of minimising noise levels through the above measures shall be undertaken by the Site Management. Details of all inspections and actions taken as a result of the inspections shall be recorded in the site diary. 	Low
HGV Arrival, Departures and Loading/Unloading	Medium	Loading and Unloading waste from HGV	Low to Medium	<p>The following control measures should apply to minimise noise HGV arrival, departures & Loading/Unloading;</p> <ul style="list-style-type: none"> • The site shall only operate in accordance with the approved hours of operation as set out in the planning consent. • Ensure all company HGV's using the site are in good working order. Excessively noisy third-party vehicles should be managed so they do not access the site. • Loading or unloading should be undertaken inside the building where practicable. Where not practicable drop heights should be minimised • HGV routes and holding areas should be developed to enable the management of traffic within the site • Vehicle horns should not be used except in case of emergencies • A site speed limit of 10mph should be implemented • Reverse warning indicators for site vehicles should be directional i.e. white noise. Reversing should be kept to an absolute minimum and if reversing warning indicators are excessively loud, consideration will be given to turning off the reverse indicators and banksman used. • Toolbox talks/training should be provided to all operatives in relation to noise management and the expectation to minimise noise as much as practicable should be encouraged by the site management. • Routine inspections of operations on site to ensure enforcement of minimising noise levels through the above measures shall be undertaken by the Site Management. Details of all inspections and actions taken as a result of the inspections shall be recorded in the site diary. 	Low



3.0 Compliance Monitoring Scheme

3.1 Daily Checks

A record of all inspections and daily checks shall be made in the site diary. The record shall include information relevant to what the check was and what action was taken.

3.2 Noise Monitoring

The monitoring of noise from site operations will not be routinely undertaken.

Monitoring may be carried out for the following reasons;

- In response to a complaint from the Environmental Agency, Local Environmental Health Department or member of the public.
- Prior to significant changes in site management or site plant to allow for future comparisons to be made.
- Post-completion of any changes in the site management or site plant to allow for

The methodology for any monitoring will be developed and agreed with the regulator on a case-by case basis.



4.0 Compliance Procedure

In the event of a complaint being received regarding noise disturbance from the onsite operations, an investigation will be conducted to identify the reason for the exceedance/complaint.

The EA will be notified about the complaint. An investigation will be carried out with the aim of identifying the activities that are leading to the complaints.

If a specific activity is identified as causing the complaint an appraisal of the options to reduce and manage the noise emission will be undertaken by the site management.

Throughout the investigation phase the complainant will be kept updated as to the progress and what expected outcome will be.

The complaints log shall be made available to the EA on request. This complaints log will include details of the complainant's address and contact details, the nature of the complaint and any action taken.



5.0 Emergency or Incident Response

It is not expected there would be any operational circumstance that would cause an emergency or incident response due to noise.

However, should an emergency or pollution incident that requires first responders i.e. fire, police, ambulance or pollution control measures to be implemented i.e. serious fire, which would temporarily increase noise levels, the increase in noise should be treated as a consequence of the emergency response and should not be considered a constraint that needs management in the event itself.

However, after the event has been brought under control and is being managed i.e. by the deployment of plant/equipment for a short term duration, efforts to control and minimise noise from this response should be made by the Site Management coordinated with the emergency services and Environment Agency. This section details the procedure in place to deal with an emergency or incident which may result in a significant amount of noise pollution.





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