

**DISCHARGE OF CONDITION 19 SUBMISSION PURSUANT TO
OUTLINE PLANNING PERMISSION REFERENCE 20/00376/OUT
(OUTLINE PLANNING PERMISSION FOR 30,350SQ.M OF
EMPLOYMENT FLOOR SPACE (USE CLASS B1/B8)) FOR NEXT
PHASE OF DEVELOPMENT AT EARLSFIELD PARK**

**PLOTS 2-6 EARLSFIELD (LAND OFF KNOWSLEY LANE), HUYTON,
KNOWSLEY, L34 4AH**

UPDATED 3 OCTOBER 2023

This document is prepared by CDP who are the Applicants in respect of an application for approval of reserved matters pursuant to outline planning permission reference 20/00376/OUT (Outline planning permission for 30,350sq.m of employment floor space (Use Class B1/B8)) [the 'Outline permission'] for next phase of development at Earlsfield Park. The site is located off Knowsley Lane, Huyton, Knowsley, L34 4AH.

As part of the Application CDP are required to submit information pursuant to Condition 19 of the Outline Permission which states:

Condition 19 on 20/00376/OUT

Reserved matters applications shall include a Framework Operational Management Plan and Noise Mitigation Plan for the plot(s) to which they relate which have been informed by an approved noise survey. For the avoidance of doubt, the operational management plan and noise mitigation plans shall seek to ensure that the noise levels within the living rooms, bedrooms and gardens of the adjacent new residential area and the directly facing properties on the southern side of Knowsley Lane do not exceed the relevant standards, including taking account of the impact of HGV's using the junction at the entrance to the site during the evening and night time periods. Plans may include the provision of physical measures such as acoustic barriers etc and/or restrictions for certain types of operation such as HGV servicing or other outdoor activities that cannot be mitigated by physical measures.

Prior to the first occupation of each unit, a detailed operational management and noise mitigation plan based upon the framework operational management and noise mitigation plan shall be submitted to and agreed in writing with the local planning authority. The unit shall then be operated in accordance with the agreed detailed operational management and noise mitigation plan and any physical works required shall be implemented before the first use of the unit they relate to, shall be retained as such thereafter and maintained in accordance with the manufacturers specification.

The proposed development comprises five light industrial (Use Class B1 now E(g)(iii)) and storage and distribution (Use Class B8) units with ancillary offices, electricity substations, car parking, service yards and landscaping. The development will be accessed from the internal access roads constructed within the site which take access from Knowsley Lane.

The five units that comprise the proposed development are located in the northern half of the wider site with the Outline consent and will be separated from the existing residential properties on Knowsley Lane by future development.

The Noise Impact Assessment prepared by ENS that supports the Reserved Matters application confirms that noise associated with internal and external activities at the site are readily compliant with the requirements of the Outline Permission (Condition 18) with no specific mitigation measures required. The control of noise associated with any fixed external plant can be achieved with the judicious selection of refrigeration plant and/or standard noise mitigation techniques, to establish compliance with the requirements of the Outline Permission (Condition 17). With regards to Condition 19, it is evident that individual noise management plans will be required for each unit once the final occupiers, and their operations and vehicle types, are known.

At this stage the Applicant is assuming that occupiers of the future development require flexibility for 24/7 operations and so to ensure this does not have any detrimental affect on the amenity of nearby residential properties the occupiers of each unit will be required to submit a detailed operational management and noise mitigation giving consideration to the following recommendations:

Noise Management Plan Management (NMP)

Ownership of the NMP lies with the General Manager.

The General Manager will be responsible for the monitoring of the procedures specified and ensuring their continued compliance.

In instances of potential non-compliance, steps will be taken by the General Manager to ensure that the incident is recorded and the correct procedures put in place. **It should be stated in the individual operational management plans that if the procedures are not followed and this results in complaints then the operator could be found in breach of planning conditions which may result in action being taken by the Local Planning Authority including potentially to force operations to cease until such time as the issue has been rectified.**

Regular training will be provided by the General Manager (or a member of the Management Team) to Drivers and General Staff to ensure that the NMP is adhered to at all times. **Training**

must include understanding the complaints procedure within their individual operational management plans.

The General Manager will undertake unannounced checks on an ad hoc basis to ensure that the NMP is being adhered to at all times.

In instances of potential non-compliance, steps will be taken by the General Manager to ensure that the incident is recorded and the correct procedures put in place.

The instructions set out below for the Duty Manager, Drivers and General Staff will be explained, provided on laminated sheets for regular usage and erected on staff notice boards.

Instructions for Operational Management

Deliveries are to be scheduled and agreed with drivers to reduce to a minimum the time taken to deliver goods and therefore limit potential for noise impact.

Where possible, restrict working operations within the service yard between 23:00 – 07:00 hrs Monday to Sunday.

Restrict the operation of reversing vehicle alarms by the permitted use of broad band 'white noise' alarms instead of traditional mid-frequency 'beep' tone alarms between 23:00 – 07:00 hrs Monday to Sunday.

Delivery doors, gates and shutters are to be well maintained to minimise noise when opening /closing.

Switch off any external public address systems between 23:00 – 07:00 hrs Monday to Sunday.

Erection of signs in external areas notifying staff and visitors that the area is noise sensitive and there are residents in close proximity to the unit.

Padlock chains for service yard gates are covered in plastic to reduce clanking noise.

Minimise the speed of on-site vehicle movements.

Radios are to be switched off / muted immediately before the service yard doors are opened. They will remain off until service yard doors are closed.

If a complaint arises, management and employees will follow a set of guidelines which set out how to deal with complaints quickly and effectively and to address any issues raised. All occupiers must provide a detailed complaints procedure within their individual operational management plans.

Complaints from residents (by letter, telephone or in person) should be met with a concerned, polite reply sympathetic to the residents' concerns. The complaint should be logged and reviewed with Drivers and/or General Staff with a noted action taken.

Instructions for Drivers

Deliveries are to be scheduled and agreed with Duty Manager / Delivery Coordinator to reduce to a minimum the time taken to deliver goods and therefore limit potential for noise impact.

Drivers are to contact the Duty Manager / Delivery Coordinator prior to arrival to ensure service yard gates are open, therefore enabling lorries to enter the service yard without stopping and thus minimising the time taken to pass nearby residential properties. Similarly, gates are to be left open during unloading activities such that lorries do not idle at the gates on departure.

Delivery vehicles are to be driven around the site in a considerate manner, e.g. speeds kept to a practical minimum and all items properly fastened in order to avoid impulsive noise/rattling from loose material.

Drivers are to be aware of the effect of noise upon local residents.

Drivers are to adhere to the site speed limit at all times.

Lorry cabin radios are to be switched off / muted before arrival.

Horns are not to be sounded on, or in the vicinity, of the site.

Engines (and any associated refrigeration equipment, where applicable) are to be turned off as soon as practicable and not left running during deliveries.

Minimise the frequency of vehicle door opening/closing. Doors are to be closed quietly at all times.

Tailgate flaps are to be lowered carefully and quietly.

Drivers are not to engage in shouting, whistling or loud conversation in the service yard.

Upon completion, vehicles are to be closed up quietly and with due regard to the avoidance of loud, impulsive noise that could disturb neighbouring residents.

Drivers should avoid over revving and seek to accelerate gently until the vehicle is a reasonable distance from the unit and residential properties.

Instructions for General Staff

Ensure service yard and loading bays are kept clear of obstructions to enable lorries to manoeuvre easily.

The delivery point should be ready and accessible before a scheduled delivery to avoid vehicle idling in the service yard.

Ensure all doors, other than the delivery point at the necessary time, are closed to minimise noise break out.

Drop heights are to be minimised when loading and unloading vehicles.

An isolating mat is to be placed under the tail/scissor lift to reduce the noise of the plates on the pavement or the loading bay.

All employees are to speak in hushed voices when in service yard.

All employees are to avoid passing over drains and loose paving when moving pallets / cages.

All employees are to be made aware of the importance of preserving good relations with surrounding neighbours, particularly residential neighbours. All staff therefore will understand and appreciate that noise such as shouting/whistling/loud conversation, or the movement of trolleys/pallets/cages within the service yard, can adversely impact upon the amenity of neighbouring residents and therefore understand why such actions are not permitted.