

TEIGNBRIDGE DISTRICT COUNCIL
CONTROL OF POLLUTION ACT 1974, SECTION 61
CONTROL OF NOISE ON CONSTRUCTION SITES:
NOTICE IMPOSING REQUIREMENTS.

TO: Mr L Humphries
Galliford Try
A380 SDLR Kingskerswell Bypass
Site Office
Old Newton Road
Kingskerswell, Newton Abbot
Devon TQ12 5LB

Whereas it appears to Teignbridge District Council that works to which Section 61 of the Control of Pollution Act 1974 applies namely:

Particulars of works to be carried out:

as per the attached application from Galliford Try
Reference Number: AR0001/s61/0025/Rev 00

at the premises known as:

South Devon Link Road
Specifically sites within the Teignbridge administrative boundary

NOTICE is HEREBY GIVEN that the following requirements must be complied with in connection with the carrying out of such works.


1. As per the attached application from Galliford Try
2. Any emergency deviation from these conditions shall be notified to the undersigned without delay.
3. The consent does not of itself constitute any ground of defence against any proceedings instituted under Section 82 of The Environmental Protection Act 1990 (Section 61 (9))
4. The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974 to reduce noise shall be employed at all times.
5. Plant and machinery shall be properly silenced and maintained in accordance with the manufacturers' instructions.
6. Noise impact assessment and the predicted noise thresholds at key receptors are to be conducted over an LAeq(15 min) period.
7. During and following the completion of the works the sound level monitoring results to be available to be assessed by Teignbridge Environmental Health.

The consent does not of itself constitute any ground of defence against any proceedings instituted under Section 82 of The Environmental Protection Act 1990 (Section 61 (9))

You may appeal against this notice to the Magistrates' Court within 21 days of service of the notice upon you.

IN the event of an appeal this notice **SHALL NOT** be suspended until the appeal has been abandoned or decided by the Court as in the opinion of the Council.

Signed


.....
Environmental Protection Manager
Environment and Safety Services

Dated

19th May 2014



**A380 South Devon
Link Road**

Doc.No: AR0001/s61/0025
Rev. No : 00
Date : 12/05/14

s61 APPLICATION CONTROL OF POLLUTION ACT 1974

APPLICATION FORM FOR APPROVAL

Reference No : AR0001/s61/0025/Rev 00	TITLE: Out of hour works at Structure 11
--	---

	YES	NO
Works within Normal Working hours only		X
Reason for application	Out of hour works at Structure 11, east and west of Torbay railway line, Aller.	

We hereby submit this s61 Application covering the construction activities / works listed below in accordance with Appendix 1/9 to the Specification and certify that the methods, plant and steps to minimise noise (including vibration) are best practicable means in accordance with section 72 of the *Control of Pollution Act 1974* and section 79(9) of the *Environmental Protection Act 1990* and are fully in accordance with the Contract.

Galliford Try Representative

Signed: 

Name: Lee Humphries Date: **15/5/14**



**A380 South Devon
Link Road**

Doc.No: AR0001/s61/0025
Rev. No : 00
Date : 12/05/14

1. Address or location of proposed works	Aller Meadows, Kingskerswell
2. Name and address of main Contractor	Galliford Try A380 SDLR Kingskerswell Bypass Site Office Old Newton Road Kingskerswell Newton Abbot TQ12 5LB
Responsible Person. Telephone No.	gareth.thomas@gallifordtry.co.uk T: 07764313816
3. Particulars of works to be carried out	<p>Following ground investigation works along both sides of railway, the assessment has determined that the structural integrity of some areas of underlying material within the rail support zone is insufficient to support the proposed Aller Road Overline bridge.</p> <p>To ensure safety during the operation of the railway, Network Rail only permits interaction within the rail support zone when trains are not operating. By doing this work within the railway possession, it minimises travel disruption.</p> <p>Structure 11 ground improvement works, on east and west side, within 10 m of Torbay railway line (see Figure 1). The ground improvements involve excavation of existing ground, removing material from site and backfill with stockpiled structural material. The works will begin 21:00 31/5 and run until 10:00 01/6. The works will undertaken on 13 hour shifts. These works will be completed within a railway possession. The following weekend, 21:00 7/6 until 10:00 8/6 will be used as contingency.</p>
4. Methods to be used in each stage of development	Refer to Appendix A.
5. Duration and hours of works	Refer to Appendix A
6. Number, type and make of plant and machinery	Refer to Appendix A.
7. Proposed steps to minimise noise and vibration	Refer to Appendix B.
8. Predicted Noise Levels	Refer to Appendix C.
9. Predicted Vibration Levels	The equipment to be used in these activities are not considered to generate appreciable levels of vibration and therefore no assessment has been undertaken.
10. Site Plan	Figure 1 – Structure 11 Location Plan and Haul Route
11. Consultees	Devon County Council Teignbridge District Council



**A380 South Devon
Link Road**

Doc.No: AR0001/s61/0025
Rev. No : 00
Date : 12/05/14

12. Other Information	Galliford Try Public Liaison Team will be delivering letters to all effected residents nearby to the works. Key stakeholders including Community Liaison Group will be notified. It will also be published on the South Devon Link Road website prior to works.
13. List of Plans and documents attached	Figure 1 – Structure 11 Location Plan and Haul Route

APPENDIX A

- Method of Works

Ground improvements within 10m of Torbay railway line

Overview of works

As part of the A380 project, there is road called Aller Road Overline Bridge to be constructed over Tor line at Aller Meadows. This road will act as a connection road to access Kingskerswell off the new bypass. Following ground investigation works along both sides of railway, it was discovered that the structural integrity of the existing underlying ground material was inadequate to support the proposed Aller over line road. In order for the construction of the road to progress, excavation of existing ground and placement of structural 6N backfill is required.

There is approximately 60m improvement on East and West side of railway. It is anticipated that the improvements will be completed during one night railway possession. East and West side works will run concurrently in order to complete works during the possession.

Acoustic screening will be erected on both sides of the railway closest to local receptor (see Figure 1). All structural fill will be imported during normal working hours ready to be put in to excavation during night time possession.

Outline working method

The work activities are as follows:

Ground Improvement Works at Structure 11 (21:00-10:00hrs next day)

- Excavation of existing ground between 1.5-2.5m dependent on level of unstable material using 35T excavator;
- Excavated material is transported by dumper and stored in material storage area;
- Installation of structural fill using 35T excavator;
- Compaction of new material by 13.5T Hamm roller.

Figure 1 shows overview of works for West and East side of Structure 11 works. There is natural screening from railway embankment on the West side of railway. Extra acoustic screening will be provided on the West side. On the East side of railway, acoustic screening will be provided for the 60m stretch of work.

Figure 1 shows the haul route to stockpile of structural 6N backfill and excavated material storage area. Each Volvo dumper is anticipated to make 10 round visits to excavated material storage on either West or East side; totalling to 20 Volvo dumper trips per side. On the East side, the haulage runs away from nearest receptors. On West side, haulage runs further away from Aller Orchard property but gets closer to Langford Bridge Farm property. However, the West side excavated material storage area is naturally screened by main line railway embankment.



**A380 South Devon
Link Road**

Doc.No: AR0001/s61/0025
Rev. No : 00
Date : 12/05/14

Proposed Plant at Structure 11 works

Equipment	Number	% on-time	Typical Sound pressure level at 10m [dB(A)]	Noise information source	Comment
Ground Improvement Works (on each side)					
35T Excavator	1	75	79	BS 5228-1:2009 Table C.2:14	
Volvo Dumper	2	75	81	BS 5228-1:2009 Table C.4:1	
13.5T Roller	1	75	73	BS5228-1:2009 Table C.2:38	
6inch pump	2	100	68	BS 5228-1:2009 Table C.5:40	Only running if groundwater is encountered
Tower Lights	3	100	63	Average of BS 5228-1:2009 Table C.4:76-87	Night time only

APPENDIX B

- Methods to reduce noise

Methods to minimise nuisance

1. Prior to works commencing any preparatory engineering works will be undertaken in normal working hours.
2. Prior to the out of hour works, mobilisation and demobilisation of materials and plant will occur during normal working hours, minimising activity in sensitive periods i.e. only those activities that have to occur out of hours will be undertaken.
3. Acoustic barrier fencing to be erected on 2m heras panels around areas of work as per Figure 1.
4. The works will be suspended as soon as the activity is complete.
5. Drop heights for excavated material will be minimised where ever possible.
6. All tower light plant will be super-silenced and inspected to ensure they are operating appropriately.
7. Any idling plant will be turned off when not in use.
8. All operatives will be briefed on the measures within this plan and the sensitivity of surrounding properties to noise emissions.

All affected residents will be notified of the nature and need for the works.

Noise/Vibration Monitoring Programme

Galliford Try will carry out monitoring at regular intervals during these works and on start up of any equipment or new work areas. Attended noise monitoring will be undertaken as close as possible to the receptors identified in Appendix C to assess compliance periodically on each day. 15 minute LAeq readings will be taken at the predefined monitoring receptors, weather and dominant noise source recorded.

To note, the receptor locations on Figure 1 are noise prediction stations. Noise monitoring will be undertaken at compliance points within the site which are as close to the properties as practicably possible.

In addition the works will be assessed by the monitorer to ensure they are being undertaken in accordance with the s61 Application.

APPENDIX C

- Predicted noise thresholds at key receptors

Predictions have been undertaken using SiteNoise module of NoiseMap Enterprise version 2.7.1. This software follows the construction noise calculation procedure in British Standard 5228 Code of Practice for Noise and Vibration Control on Construction and Open Sites: 2009. Allowance has been made for natural screening and/or acoustic barriers erected between the works and local receptors. The model takes into account land attenuation and reflection from properties.

Table 1. Noise predictions for concurrent Structure 11 works

Receptor Location	Floor	Façade	Construction Façade Noise Level dB $L_{Aeq,1hr}$
			Excavate, Install, Compact & Haul Movements
The Barn Owl	Ground	South West	58.5
	First		59.1
Aller Orchard	Ground	North	57.1
	First		60.4
Langford Bridge Farm	Ground	South	46.1
	First		47.0
44 Aller Park Road	Ground	South West	43.4
	First		44.9

KEY

- Area of works in proximity to receptors
- Excavated material storage
- Stockpile (structural material storage)
- Acoustic barrier
- Noise prediction stations



Rev.	Details	Drawn	Check.	Date
Project 123213 A380 Bypass Newton Abbot				
Title Structure II Site Layout Plan				
 AA Environmental Limited Units 4 to 8 Chiswick Court Chiswick Station Green, Uxbridge, Middlesex, UK T: 01753 539042 F: 01753 539043 info@aae-ly.com www.aae-ly.com				
Scale 1:250 @A3	Date Apr 14	Drawn RC	Check. ML	Rev. Figure 1

