

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

TO: Mr Lee 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/s61/0037/Rev 00

at the premises known as:

South Devon Link Road

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



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 Environmental Protection Manager
 Environment Control, Housing and Health

Dated

18th August 2014



**A380 South Devon
Link Road**

Doc.No: AR0001/s61/0037
Rev. No : 00
Date : 14/08/14

s61 APPLICATION CONTROL OF POLLUTION ACT 1974

APPLICATION FORM FOR APPROVAL

| | |
|----------------------------------------------|---------------------------------------------------------------|
| Reference No : AR0001/s61/0037/Rev 00 | TITLE: Pedestrian island removal along Torquay Road |
|----------------------------------------------|---------------------------------------------------------------|

| | YES | NO |
|----------------------------------------|--------------------------------------------------------------------------------------|-----------|
| Works within Normal Working hours only | | X |
| Reason for application | Out of hour works associated with pedestrian island removal works on a carriage way. | |

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: 14/8/14



**A380 South Devon
Link Road**

Doc.No: AR0001/s61/0037
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| | |
|---------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Address or location of proposed works | Removal of two pedestrian islands on Torquay Road; one north of Addison Road-Torquay Road junction and one north of Aller Brake Road-Torquay Road junction. See Figure 1. |
| 2. Name and address of main Contractor Responsible Person. Telephone No. | Galliford Try A380 SDLR Kingskerswell Bypass Site Office Old Newton Road Kingskerswell Newton Abbot TQ12 5LB adrian.farry@gallifordtry.co.uk T: 07776993185 |
| 3. Particulars of works to be carried out | Pedestrian island removal works over two nights; with one night for contingency. |
| 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 Pedestrian Island Removal Location Plan |
| 11. Consultees | Devon County Council Teignbridge District Council |
| 12. Other Information | Galliford Try Public Liaison Team will notify all effected residents nearby to the works. Key stakeholders, like Community Liaison Group, will be notified of the works. It will also be published on the South Devon Link Road website prior to works. |
| 13. List of Plans and documents attached | Figure 1 – Pedestrian Island Removal Location Plan |

APPENDIX A - Method of Works

Pedestrian island removal works on a carriage way

Overview of works

The construction of the A380 requires a series of traffic flow management phases along Torquay Road. This is to ensure safe working and minimise disruption to traffic. As part of the traffic phasing along Torquay Road two pedestrian island crossings must be removed. One island will be removed per night.

During the works, the existing carriageway traffic will be made single lane only. The flow is managed by temporary traffic lights. The road will be fully re-opened once road surface has been re-instated.

Where works will result in the disruption to the traffic flow on the A380 we are only able to work in evening (1900 to 2100 hrs), night time or on Sundays. This is to avoid congestion. The justification for conducting these works over week nights is to minimise traffic congestion during the day time on a Sunday and to ensure safety to the site operatives and road users.

The pedestrian crossing island removal will involve excavating the existing platform and reinstating the road surface. The locations of these works are shown in Figure 1.

Due to the close proximity to residential properties along Addison Road, St Luke's Road and Aller Park Road, acoustic barriers will be erected prior to works commencing.

Outline working method

The work sequence over one night is as follows:

Phase 1 – roadcutting, asphalt removal

- Cut the asphalt and any concrete with the road saw – this activity will be limited to 19:30-23:00hrs;
- Excavate asphalt and platform to the required depth. The material will be removed from the carriage way and placed on site for re-use during normal working hours (2 hour);
- Although it will be minimised as far as practicable, a breaker may need to be deployed to remove any asphalt obstruction encountered (as determined necessary);

Phase 2 – road level reinstatement

- Once formation depth is achieved an aggregate bed will be laid and compacted by wacker plates (2 hour);

Programme

The date is scheduled for Tuesday 19th August and Wednesday 20th August 2014. The works would be done over an 11 hour period (19:30-06:00hrs). This period is much longer than set out in the outline working method above to ensure contingency allowance; and the operation to be conducted safely and diligently during the night. To minimise the nuisance as much as possible, the works will still be conducted as quickly as possible. Traffic management for road closure will



**A380 South Devon
Link Road**

Doc.No: AR0001/s61/0037
Rev. No : 00
Date : 14/08/14

be put in place where possible after 19:00 hours. Thursday 21st August 2014 will act as contingency.

Proposed Plant

| Equipment | Number | % on-time | Typical Sound pressure level at 10m [dB(A)] | Noise information source | Comment |
|------------------------------|--------|-----------|---------------------------------------------|-------------------------------------------|------------------------------------------------------|
| Phase 1 | | | | | |
| 20T wheeled excavator | 1 | 75 | 73 | BS 5228-1:2009 Table C.5:11 | |
| + breaker attachment | 1 | 15 | 83 | BS 5228-1:2009 Table C.5:2 | To be avoided where possible |
| Road saw | 1 | 25 | 87 | BS 5228-1:2009 Table C.5:36 | |
| Pneumatic drill | 1 | 25 | 85 | BS 5228-1:2009 Table C.4:69 | |
| 6T dumper | 1 | 50 | 79 | BS 5228-1:2009 Table C.4:6 | |
| Lighting tower and generator | 2 | 100 | 63 | Average of BS 5228-1:2009 Table C.4:76-87 | Only to be used during evening and night time hours. |
| Phase 2 | | | | | |
| 20T wheeled excavator | 1 | 75 | 73 | BS 5228-1:2009 Table C.5:11 | |
| Wacker plate | 2 | 50 | 80 | BS 5228-1:2009 Table C.2:41 | |
| Delivery lorry | 1 | 25 | 79 | BS 5228-1:2009 Table C.8:20 | |
| Road sweeper | 1 | 20 | 76 | BS 5228-1:2009 Table C.4:90 | |
| Lighting tower and generator | 2 | 100 | 63 | Average of BS 5228-1:2009 Table C.4:76-87 | Only to be used during evening and night time hours. |

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. Noisy activities, mainly the road cutting and breaking out in Phase 1 will be limited to finishing by 23:00hrs minimising the noisiest activity to the least sensitive period of the night time period.
4. Acoustic screening will be erected facing nearest receptors at area of work located along Addison Road, St Luke's Road, Aller Park Road and Aller Brake Road, as per Figure 1.
5. Drop heights for excavated material will be minimised where ever possible.
6. All generators and compressors 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.

All affected residents will be notified of 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

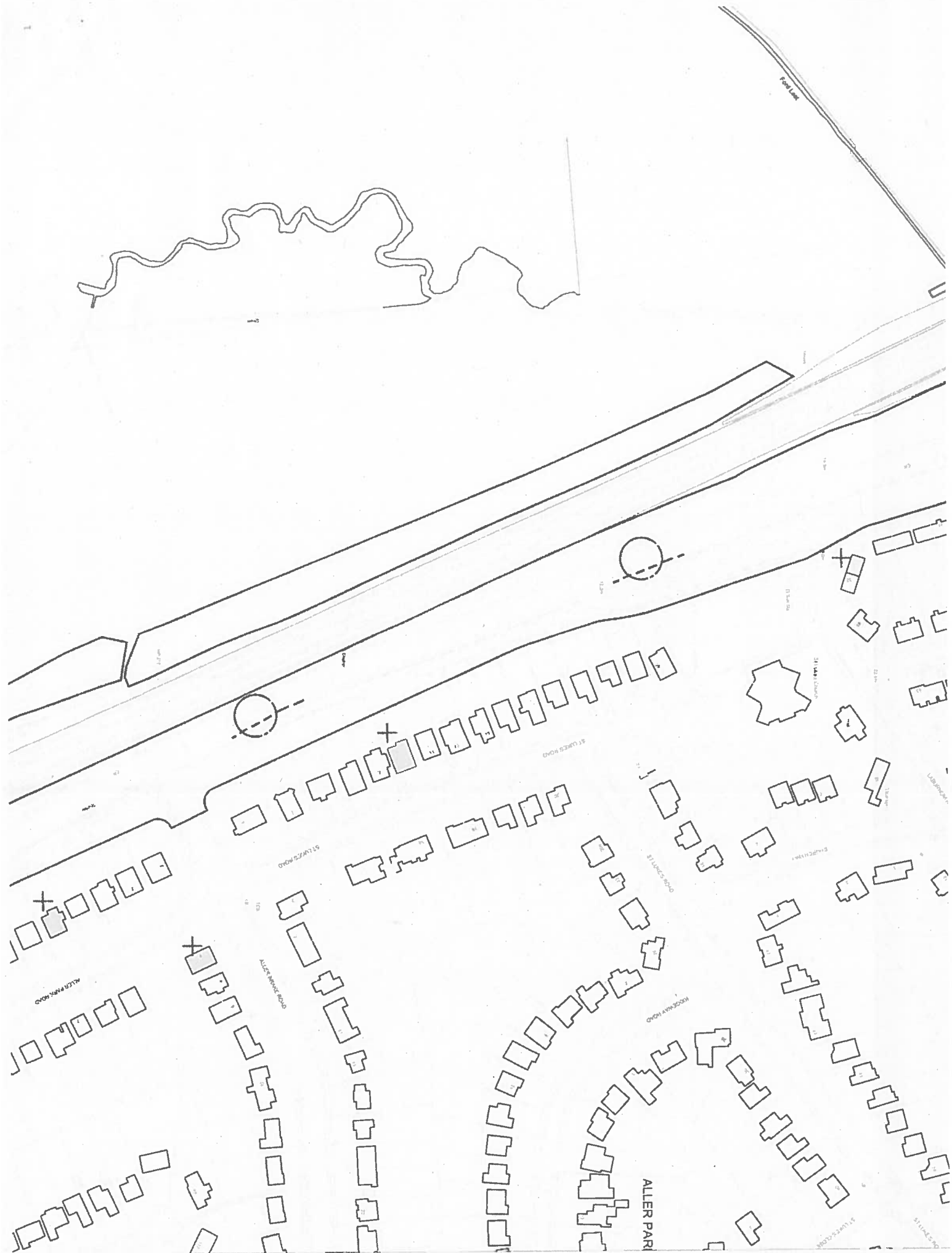
Predictions have been undertaken using SiteNoise module of NoiseMap Enterprise version 2.7.1. This software follows the construction noise calculation procedure in British Standard 5228 Code of Practice for Noise and Vibration Control on Construction and Open Sites: 2009. No allowance has been made for natural screening or manmade structures between the works. The model takes into account land attenuation and reflection from properties.

Table 1. Noise levels during island removal works

| Receptor Location | Floor | Façade | Construction Façade Noise Level dB L _{Aeq,1hr} | | | |
|---------------------|--------|------------|---------------------------------------------------------|---------|------------|---------|
| | | | Location 1 | | Location 2 | |
| | | | Phase 1 | Phase 2 | Phase 1 | Phase 2 |
| 32 Addison Road | Ground | South West | 65.4 | 62.4 | 54.2 | 51.2 |
| | First | | 66.0 | 63.0 | 55.2 | 52.2 |
| 27 St Lukes Road | Ground | West | 67.4 | 64.4 | 59.3 | 56.3 |
| | First | | 70.4 | 67.4 | 60.1 | 57.1 |
| 3 St Lukes Road | Ground | West | 59.1 | 56.1 | 66.6 | 63.6 |
| | First | | 59.9 | 56.9 | 68.4 | 65.4 |
| 1 Aller Park Road | Ground | West | 54.5 | 51.5 | 58.6 | 55.6 |
| | First | | 55.5 | 52.5 | 59.3 | 56.3 |
| 9 Aller Park Road | Ground | West | 52.7 | 49.7 | 61.7 | 58.7 |
| | First | | 53.8 | 50.8 | 62.4 | 59.4 |
| 29 St Michaels Road | Ground | East | 52.6 | 49.6 | 49.2 | 46.2 |
| | First | | 54.3 | 51.3 | 51.2 | 48.2 |

From predictions, nearest residential properties are not anticipated to exceed the defined thresholds. Noise insulation will be offered where there are 10 exceedances in any 15 consecutive days.

A cumulative number of exceedances will be maintained by the site team.



| | |
|---------|----------------------------------|
| Rev. | |
| Project | 123213 A380 Bypa Newton Ab |
| Title | Pedestrian |

+ Noise
 □ Noise

