

CERTIFICATE OF SERVICE BY HAND

I Mike Walton Of Teignbridge District Council, hereby certify that I served

Mr Ian Yelf - Galliford Trn

with the Notice of which this is a true copy, by delivering it by hand to

MINA RYDER

at 14:30 on the 4th day of April 2013 and

addressed to Mr Ian Yelf Galliford Trn
Silverhills road, New - Abbot.

Signed: Mike Walton

Dated the 4th day of April 2013.

TEIGNBRIDGE DISTRICT COUNCIL

CONTROL OF POLLUTION ACT 1974, SECTION 61

CONTROL OF NOISE ON CONSTRUCTION SITES:

NOTICE IMPOSING REQUIREMENTS.

**TO: Mr Ian Yelf
Galliford Try
A380 South Devon Link Road
1st Floor, Midas Buildings
Silverhills Road
Decoy, Newton Abbot
Devon TQ12 5ND**

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/s61/0002/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. Permissible noise levels are not specified, but should not be at levels likely to cause a statutory nuisance at nearby residential dwellings.
4. 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
Environment and Safety Service Lead
Environment and Safety Services

Dated 4th April 2013

	A380 South Devon Link Road	Doc.No : AR0001/s61/0002 Rev. No : 00 Date : 22/03/13
---	-----------------------------------	---

s61 APPLICATION CONTROL OF POLLUTION ACT 1974

APPLICATION FORM FOR APPROVAL

Reference No : s61/0002/Rev 00	TITLE: Utility Works at Penn Interchange
---------------------------------------	--

	YES	NO
Works within Normal Working hours only		X
Reason for application	Out of works associated with utility diversion works on a live 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: Ian Yelf

Name: Ian Yelf Date: 25th March 2013



**A380 South Devon Link
Road**

Doc.No : AR0001/s61/0002
Rev. No : 00
Date : 22/03/13

1. Address or location of proposed works	Between Penn Interchange and Addison Road.
2. Name and address of main Contractor	Galliford Try A380 Kingskerswell Bypass - Temporary Office Midas Buildings, Silver Hills Rd Decoy, Newton Abbot TQ12 5ND
Responsible Person.	ian.yelf@gallifordtry.co.uk
Telephone No.	T: 01626 357729
3. Particulars of works to be carried out	Utility works on Sundays
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 1.1 Location of utility works, tree surgery and receptors.
11. Consultees	Devon County Council Teignbridge District Council
13. Other Information	We can only undertake works within the road carriage way after 7 pm and before 7 am Monday to Saturday. This is due to the weight of traffic operating. We are permitted to work on Sundays when traffic flows are considered to be less. No other works will be concurrently undertaken. The residents have been contacted and the need for out of hour lane closures explained. Most residents contacted have stated that Sunday daytime working is preferable to evening or night time works.
14. List of Plans and documents attached	Figure 1.1 Out of hour works: utility & tree felling. A flyer regarding the upcoming works will be issued 5 working days in advance of the works by Galliford Try Public Liaison Team to all properties within 100 m of the works.



A380 South Devon Link Road

Doc.No : AR0001/s61/0002
Rev. No : 00
Date : 22/03/13

APPENDIX A - Method of Works

A1. Utility Diversions

Overview of works

To widen the A380 in Newton Abbott requires existing utilities to be diverted under the live carriage way. As part of the project commitments Devon County Council will only permit flows of traffic to be impacted by construction works outside of normal working hours (which are 0700 to 1900) Monday to Saturday. We are permitted to work on Sundays.

As a consequence, where works require disruption to traffic flow we are only able to work in evening (1900 to 2100 hrs), night time or on Sundays. Local residents have stated that there is a preference for Sunday working over night time activities.

Three utilities cross under the existing carriage immediately south of the Penn Interchange. These include Virgin Media cable ducts, electricity ducts and gas pipes. The location of these works is shown in Figure 1.1.

These works require the construction of pipes and ducting below the carriageway. The possibility of undertaking the works by non-intrusive means has been evaluated and discounted. The only method would involve directional drilling, and this is not deemed possible due to the presence of existing utilities at various depths, potential unknown utilities and any collapse of the roadway. As a consequence the only method is open cut of the carriage way and subsequently the works will have to be undertaken outside of normal working hours.

During the works traffic management will be instigated over a 300 m section of road. In line with the Highways Act, vehicles will be managed by traffic lights enabling only single flow of traffic on one carriage way. To minimise disruption it is intended to undertake the diversions concurrently.

This frees up one carriage way for construction. Works must be fully completed on one carriageway, traffic flow switched before works can commence on the other.

Outline working method

The work sequence is as follows:

Phase 1

- Install traffic management (30 minutes);

Phase 2

- Cut the asphalt with road saw and curbs with consaw (1 hour);
- Excavate asphalt and road formation layer to required depth and haul to main site for re-use (1 hour);
- Although it will be minimised as far as practicable, a breaker may need to be deployed to remove any concrete obstruction encountered (as determined necessary);

Phase 3 - excavation

- Once formation depth is achieved an aggregate bed will be laid and compacted. The pipe will be installed and the roadstone replaced. This will involve aggregate delivery from the main compound, compaction using the wacker plate (with compressor) and an excavator (1 hour);
- Once close to the existing road surface asphalt will be placed, rolled and compacted by wacker plate as necessary and curb stones placed (1 hour). Mixer wagons will deliver lean mix concrete for the replacement of the curbstone and pavement.



**A380 South Devon Link
Road**

Doc.No : AR0001/s61/0002
Rev. No : 00
Date : 22/03/13

The only difference in approach between the 3 utilities diversions is the size and depth of the necessary trench and accordingly the excavator. The works for the Virgin Media telecoms and the gas diversion will require a 12 tonne excavator, the electrical diversion will necessitate a 20 tonne excavator.

Proposed programme

To minimise night time workings and the potential for disturbance the works are proposed to commence on Sundays from 0900 hours. Works will continue for a 10 hour period. The works are anticipated to be completed over two Sundays 7th and 14th April 2013. In the event of unforeseen issues this may extend to a third day on the 21st April.

Proposed Plant

Equipment	Number	% on-time	Typical Sound pressure level at 10m [dB(A)]	Noise information source	Comment
Phase 1					
Delivery Lorry	1	25	82	Average of BS 5228-1:2009 Table C.11:4-20	Vehicle will be turned off when not used.
Phase 2					
20 tonne excavator	1	75	78	BS 5228-1:2009 Table C.2:3	
+ breaker attachment	1		88	BS 5228-1:2009 Table C.5:1	To be avoided where possible
12 tonne excavator	2	75	88	BS 5228-1:2009 Table C.5:1	
+ breaker attachment	1		69	BS 5228-1:2009 Table C.2:25	To be avoided where possible
Road saw	1	25	87	BS 5228-1:2009 Table C.5:36	
Concrete saw	1	25	87	BS 5228-1:2009 Table C.5:36	
8 wheel lorry	1	25	79	BS 5228-1:2009 Table C.8:20	
Lighting tower and generator		100	63	Average of BS 5228-1:2009 Table C.4:76-87	Only to be used during evening and night time hours.
Phase 3					
20 tonne excavator	1	75	77	BS 5228-1:2009 Table C.2:19	
12 tonne excavator	2	75	69	BS 5228-1:2009 Table C.2:25	
8 wheel lorry	2	25	79	BS 5228-1:2009 Table C.8:20	
Wacker plate	1	50	80	BS 5228-1:2009 Table C.2:41	
Compressor	1	50	65	BS 5228-1:2009 Table C.5:5	
Roller	1	50	73	BS 5228-1:2009 Table C.2:38	
Lighting tower and generator	1	100	63	Average of BS 5228-1:2009 Table C.4:76-87	Only to be used during evening and night time hours.



A380 South Devon Link Road

Doc.No : AR0001/s61/0002
Rev. No : 00
Date : 22/03/13

APPENDIX B

- Methods to reduce noise

B1. Methods to minimise nuisance

1. Prior to works commencing any preparatory engineering works will be undertaken in normal working hours.
2. Residents of Addison Road have been consulted as to whether they preferred evening and night time works as opposed to Sunday Working. The majority advised that Sunday day-time working was preferable.
3. Prior to the out of hour works, mobilisation 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.
4. All operatives will be briefed on the measures within this plan and the sensitivity of surrounding properties to noise emissions.
5. Road cutting and breaking out to be screened by acoustic barrier along the eastern façade, reducing noise emissions towards the properties.
6. Drop heights for excavated material will be minimised where ever possible.
7. During road works excavators with percussive breakers have been sized to minimise the potential on time.
8. All generators and compressors plant will be super-silenced and inspected to ensure they are operating appropriately.
9. Any idling plant will be turned off when not in use.
10. The utility diversions are being planned to occur concurrently, minimising the duration that out of hour works takes place.

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.

Monitoring will be undertaken at the receptors identified in Appendix C to assess compliance periodically on each day. 15 minute LAeq readings will be taken at the predefined monitoring points, weather and dominant noise source recorded.



A380 South Devon Link Road

Doc.No : AR0001/s61/0002
Rev. No : 00
Date : 22/03/13

APPENDIX C

- Predicted noise thresholds at key receptors

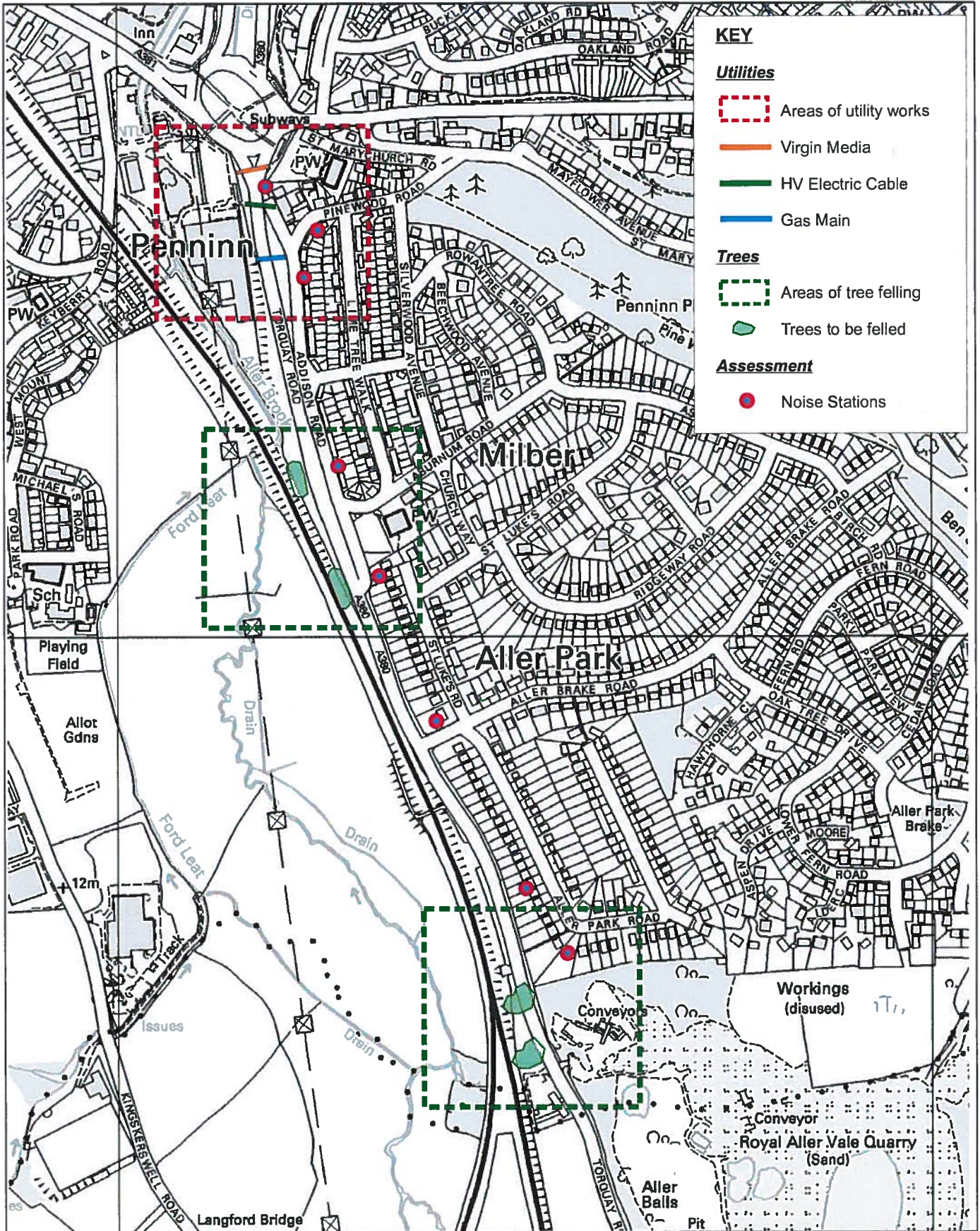
Predictions have been undertaken using SiteNoise module of NoiseMap Enterprise version 2.7.1. This software follows the construction noise calculation procedure in British Standard 5228 Code of Practice for Noise and Vibration Control on Construction and Open Sites: 2009. No allowance has been made for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

Table 1. Noise levels during utility works near Penn Interchange


Receptor Location	Sunday (0900 to 1700 hours)	
	Threshold Maximum Noise Level Averaged Over Time Period, L_{Aeq} 8hrs dB	Predicted Noise Level Averaged Over Time Period, L_{Aeq} 8hrs dB
Wywuree, Addison Road	76.5	79.8
6 Pinewood Road	55	71.2
4 Addison Road	55	70.4

Notes

From predictions properties fronting Addison Road are anticipated to exceed permitted thresholds for 1 day. Noise insulation will be offered where there are 10 exceedances in any 15 consecutive days.



Rev.	Details	Drawn	Date
		Chkd.	

 <p>AA Environmental LLP Units 4 to 8 Cholswell Court Shippon, Abingdon Oxon OX13 6HX</p> <p>T 01235 538042 F 01235 523849 info@aae-llp.com www.aae-llp.com</p>	<p>Project</p> <p>123213 - A380 Kingskerswell Bypass</p>	<p>Title</p> <p>Out of hour works: Utilities & Tree Felling</p>
	<p>Scale</p> <p>NTS</p>	<p>Date</p> <p>Jan' 2013</p>
		<p>Chkd.</p> <p>ARB</p>
		<p>Org. No.</p> <p>Figure 1.1</p>
		<p>Rev.</p>