

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 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/s61/0001/Rev 0006

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(1hour) 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 23rd October 2013



**A380 South Devon
Link Road**

Doc.No: AR0001/s61/0006
Rev. No : 00
Date : 13/9/13

s61 APPLICATION CONTROL OF POLLUTION ACT 1974

APPLICATION FORM FOR APPROVAL

Reference No : AR0001/s61/0006	TITLE: Construction of flood alleviation culvert under the main line railway at Manor Drive.
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	YES	NO
Works within Normal Working hours only		X
Reason for application	Works have to occur during prolonged Network Rail possessions to ensure that the railway line can be excavated, culvert installed and reinstated. Out of hour possessions and activities dictated by Network Rail.	

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: 25 SEP 2013.



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1. Address or location of proposed works	Between Yon Street and Manor Drive, Kingskerswell
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 Devon TQ12 5LB Gareth Thomas, Section Manager T: 01626 357729
3. Particulars of works to be carried out	<p>There has been significant works by Galliford Try to minimise the amount of working at Christmas. This includes the alteration in the method of construction for the installation of a triple box culvert at Keyberry.</p> <p>However in 4 locations construction works will take longer than a standard 8 hour possession to be constructed in a safe manner and returned in a condition that Network Rail will sign off and the lines become re-operational. These are shown in Figure 1:</p> <ul style="list-style-type: none"> • Demolition of the Accommodation Bridge opposite Aller Park Road; • Installation of a culvert under the mainline railway at Langford; • Installation of a culvert under the Torquay branch railway at Aller Orchard; and • Installation of a culvert under the Torquay branch railway at Manor Drive. <p>All these works require prolonged possessions over the railway to permit them to be completed to Network Rail's specification. In addition these works will require a series of mobilisation possessions to enable them to be completed in the time period available.</p> <p>This section 61 application solely relates to the construction of the culvert near to Manor Drive. The works include:</p> <ul style="list-style-type: none"> • Mobilisation works for the culvert installation during possessions on Saturday nights through to Sunday morning 30/11, 7/12 and 14/12. These possessions including mobilisation and demobilisation run from 2300 to 09:00; • Culvert construction will commence at 00:01 hours on 26/12 and run continuously through to 09:25am 29/12. It should be noted that part of this possession will be managed by Network Rail and their activities are not covered by this S61. In this period we will be operating plant and equipment in the compound in support of Network Rail, but not undertaking the engineering operations. • Demobilisation works will take place during possessions 4/1/14 and 11/1/14. This involves the removal of the access ramps and erection of the external



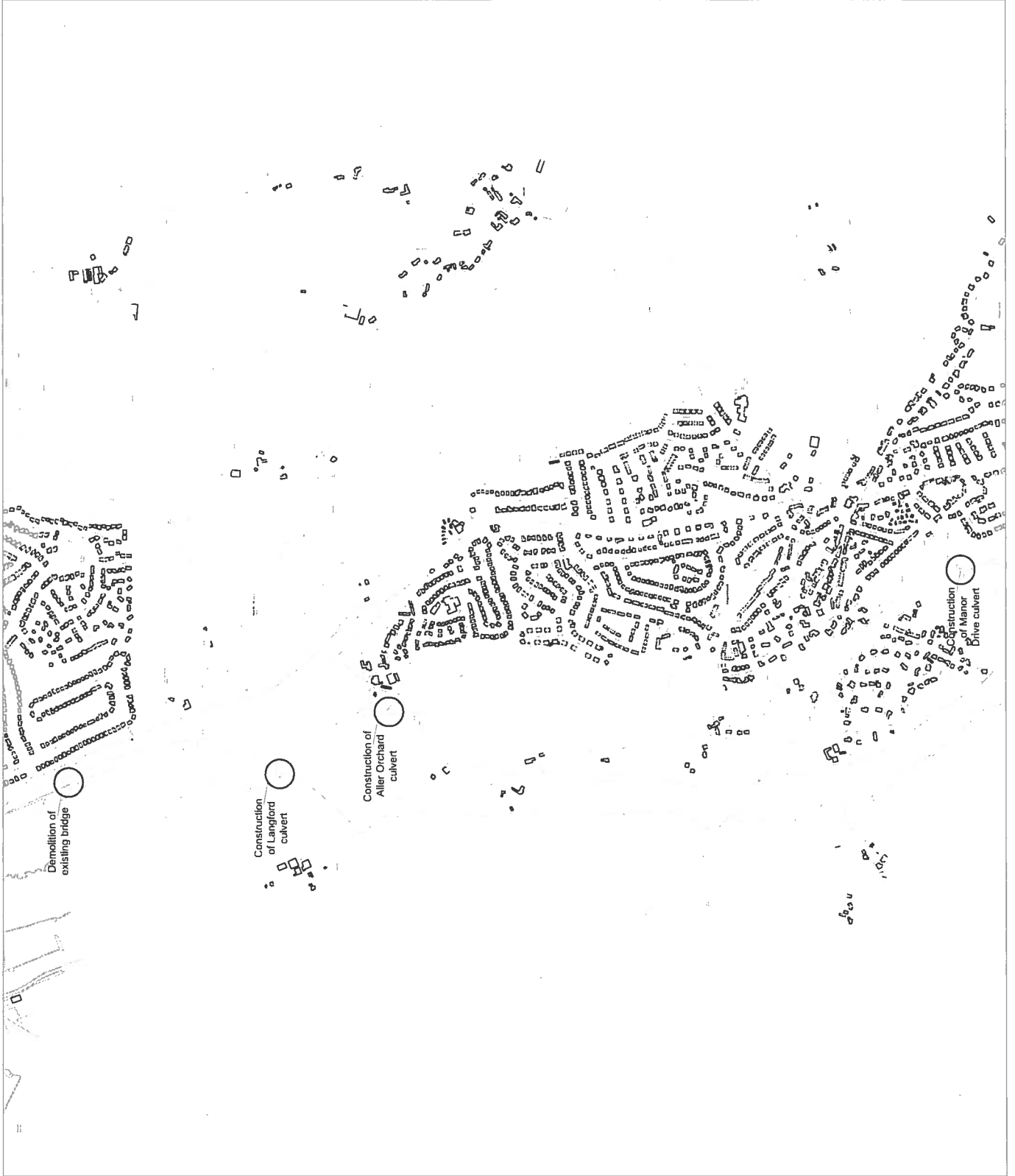
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	fencing. Subsequent Network Rail tamping works on the line compacting the ballast are not in Galliford Try control and are not covered under this s61 consent application.
4. Methods to be used in each stage of development	Refer to Appendix A.
5. Duration 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 3. Site Compound Layout
11. Consultees	Devon County Council Teignbridge District Council
13. Other Information	Figure 1 Christmas working areas Figure 2 Location and Sensitive Receptor Plan. Figure 3. Site Compound Layout The residents and surrounding community will be briefed by our Public Liaison team regarding the nature and need for the works.

Key

○ Area of works



Rev. Details Drawn Date

Project
123213
A380 Bypass
Newton Abbot

Title
Location Plan

AA Environmental Ltd
Units 4 to 8
Chiswell Court
The Parkway
Orton DN13 0PK
7:012331 035652
info@aae-ep.com
www.aae-ep.com

Scale	Date	Drawn	Check	Drawn	Check	Rev.
1:10,000 @ A3	July 13	RC	ML	ML	ML	Figure 1

Key

- + Noise Prediction Stations
- Noise Prediction Properties
- ▭ Area of Works
- Open cut of railway and installation of culvert (Manor Drive Culvert)

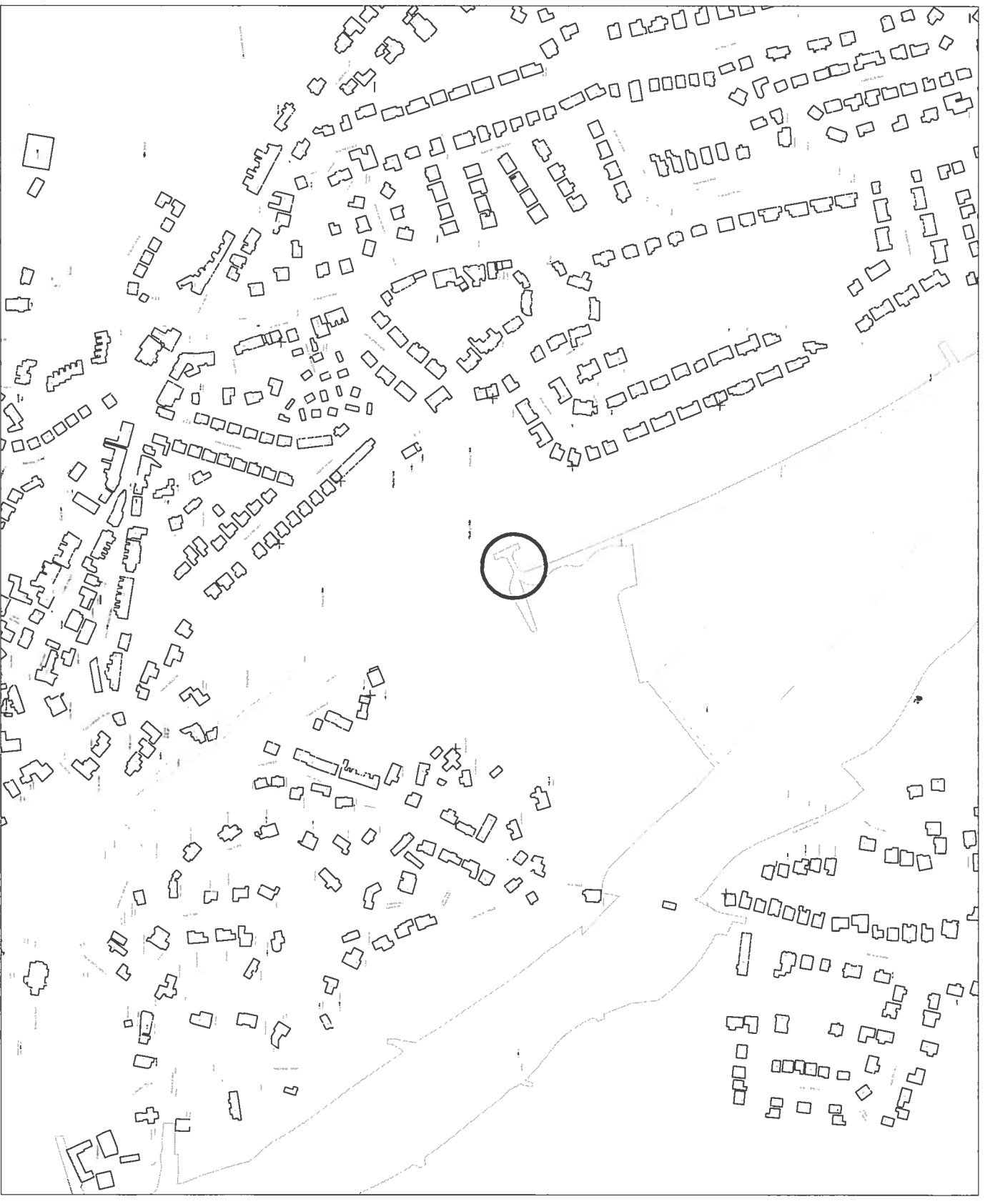
Rev.	Date	Drawn	Chkd.

Project
123213
A380 Bypass
Newton Abbot

Title
Noise Monitoring Stations

AA Environmental Ltd
The Lipp Court
Shippon Abbot
Oxon OX13 6HX
T: 01235 526042
F: 01235 523849
info@aae-llp.com
www.aae-llp.com

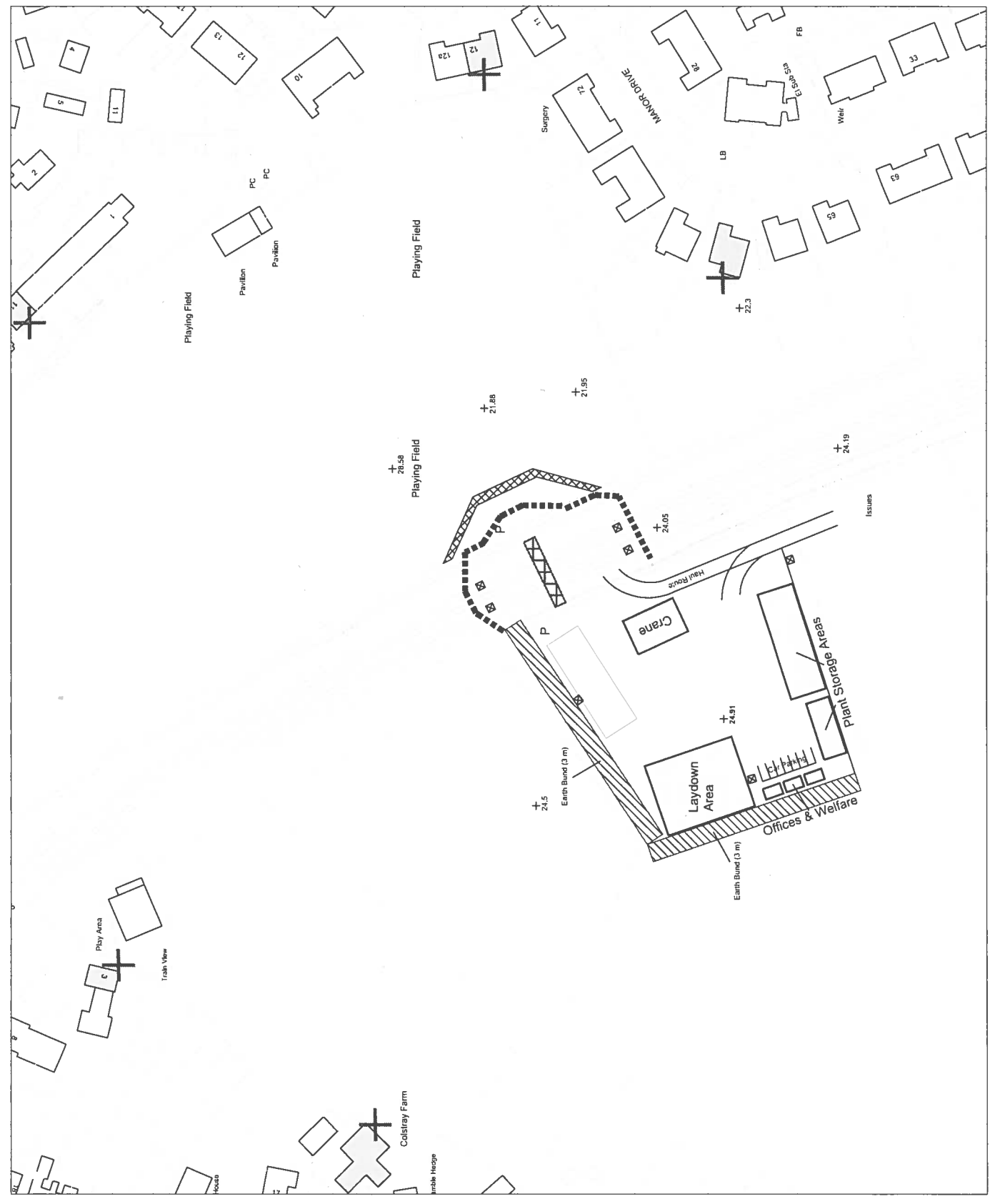
Scale	Date	Drawn	Chkd.	Rev.
1:1000 @ A2	July 13	RC	ML	Figure 2



Key

- Noise Prediction Stations
- Noise Prediction Properties
- Area of Works**
- Culvert Works
- Earth Bund
- River Diversion
- Super Silenced Tower Lights
- Acoustic Fence
- P** Pump & Generator
- Topographic Levels

Rev.	Details	Drawn	Date
		Chng.	
Project 123213 A380 Bypass Newton Abbot			
Title Site Layout (Manor Drive Culvert)			
AA Environmental Ltd Chobwell Court Shippon Abington Oxon OX13 6HX T: (01235) 536042 F: (01235) 523340 www.aaenv.com www.aae.co.uk			
Scale	Date	Drawn	Chkd.
1:1000 @ A3	July'13	RC	ML
Fig. No	Figure 3		



APPENDIX A - Method of Works

A1. Mobilisation Works (30/11, 7/12 and 14/12 from 23:00 to 09:00 hrs)

The compound area (Figure 3) will be constructed to the Network Rail safety fence in normal working hours, including the erection of the bunds and compound fences. The compound at Manor Drive has been located to west of the railway. This enables screening to be maximised the nearest receptors on Manor Drive.

All works will occur from this compound. To enable the culvert construction works to take place during the main possession, access from the compounds must be provided to the track side upper level and operational signals, comms and electricity cables must be relocated. These works must be completed in advance of the culvert works to enable the construction activities to occur within the possession available.

The works will require vegetation removal from the embankment, including isolated trees, the re-grading of the embankments and formation of access ramps on the east and western sides. Once the ramps are complete a temporary scaffold or wire bridge will be constructed over the culvert area for the electrical/comms/signal cables to be slung from.

Once the bridge structure has been constructed, Network Rail contractors will lift the cables onto the new frame. Once complete the work site is then prepared for the construction activities.

The plant required for these works is set out in Table 1 at the end of this Appendix.

A2. Culvert Construction

The site layout, and access to the works, has been undertaken to minimise noise disturbance as far as possible. This includes acoustic mounding and fencing, the citing of the major plant and by sizing the compound enabling sufficient plant and materials to be brought to the site during normal operational hours.

The phasing of these works has been undertaken to avoid, as far as possible working on Christmas day. The only works necessary to be undertaken over Christmas are the Network Rail activities.

The following section sets out the sequence of works will be undertaken to construct the culvert. All time periods are indicative only):

Site set up (23:00 24/12 – 00:30 hrs 25/12)

- Super silenced lighting towers will be located around the working area. Attention will be paid before switching them on to their orientation, minimising spillage from the site.
- Acoustic fencing will be lifted into place around the works as per Figure 3.
- Pumps will be located either side of the railway to maintain the excavation in a dry condition.

Deconstruction of the railway line (00:30 to 03:30 hrs 25/12)

- The RRV must travel through the bridge demolition and Aller Orchard working area. Accordingly these works will be undertaken before those at Aller Orchard and Accommodation Bridge. To ensure these activities can take place to programme these works must be undertaken between 00:00 to 04:30 hrs.
- Network Rail operatives will use stihl saws and grinders to remove the railway track, circa 40 m of track will be removed.
- The track and sleepers and ballast will be transferred into the Road Rail Vehicle trailer for off-site removal.

- Once complete, Network Rail operatives will leave the site.

Excavation of embankment (00:00 to 18:30 hrs 26/12)

- Works will re-commence at 00:00 hrs on the 26/12.
- Excavators will remove the ballast and soil from the embankment and load dumpers.
- The dumpers will remove the soil into the compound area.

Placement of fill, aggregate and culverts (18:00 hrs 26/12 to 05:00 27/12)

- Once a section of the excavation has reached formation level it will be trimmed and aggregate will be placed and compacted to the underside of the culvert. The aggregate will be finished off with screed.
- The aggregate and screed will be loaded in the compound and transported to point of placement by dumper. An excavator will place the aggregate and two bomag rollers will compact the fill to the correct level.
- As a section is completed the crane will lift the sections of culvert into place. Lifting works will commence at 20:00 hours on the 26/12 and continue to circa 05:00 hrs 27/12.
- Once fully in place the structure will be water proofed and aggregate will placed around the structure and compacted using the bomag rollers. This activity will continue until 18:00 hrs on the 27/12.

Completion of backfilling over culvert structure (03:30 hrs 27/12 to 18:00 hrs)

- Once complete the culverts, the area between the culvert and railway will be fully backfilled.
- The aggregate will be placed by delivered from the compound by dumper, placed by excavator and compacted by the bomag rollers.

Placement of ballast (18:00 hrs 27/12 to circa 01:00 hrs 28/12)

- Ballast will be delivered from the compound to the track location.
- The concrete protection trough for the signal and communication cables will be placed by excavator. The cable support mechanism fitted during mobilisation will be removed and the cables laid into the trough.
- Whacker plates will be used to compact the ballast to the required specification. This plant has to be operated to attain the Network Rail specification.

Following completion of the ballast the track will be handed over to Network Rail to complete the railway track installation in the residual period of the possession. Fences over the railway will be removed and all plant vacate the active site.

Galliford Try will not be able to direct Network Rail as to their operation and accordingly these works are not undertaken under this S61. The Environmental Clerk of Works will email Teignbridge DC Environmental Services once this transfer has been implemented.

A3. Demobilisation Works (4/1/14 and 11/1 from 23:00 to 09:00 hrs)

Post the Christmas period there will be 2 further possessions to remove the access infrastructure around the railway and reinstate the fences. This will involve dumpers and excavators operating on either side of the railway line.

This work will be limited to only those operations that Network Rail believe pose a risk to the operation of the railway line.



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Table 1. Operational Plant

Activity/Plant Type	No.	% On-Time	L _{Aeq} at 10m	Reference	Comment
General activities in compounds					
Lighting tower and generator	6	100	63	Average of BS 5228-1:2009 Table C.4:76-87	Only to be used during evening and night time hours.
6T Dumper	1	75	76	BS 5228-1:2009 Table C.4:4	Operating from western compound away from Manor Drive.
Excavator	2	75	83	BS 5228-1:2009 Table C.5:2	
6" pump	2	100	65	BS 5228-1:2009 Table C.2:45	Located either side of track side
A1. Mobilisation Activities					
Excavator	2	75	71	BS 5228-1:2009 Table C.2:21	
Crane	1	75	67	BS 5228-1:2009 Table C.3:28	
Volvo dumper	2	50	76	BS 5228-1:2009 Table C.4:4	
Bomag roller	2	50	73	BS 5228-1:2009 Table C.2:38	
Chainsaw	1	25	86	BS 5228-1:1997 Table C.2:14	
A2. Culvert Construction					
Removal of track and ballast					
RRV access down line on load	1	25	84	Measured	
RRV access down line idling	1	75	70	Measured	
Crane	1	75	67	BS 5228-1:2009 Table C.3:28	Located west of track affording screening to Manor Drive.
Stihl saw	2	50	96	Measured	
Excavation of embankments and placement of aggregate/screed					
20T excavator	2	75	71	BS 5228-1:2009 Table C.2:21	
Volvo Dumper	4	50	76	BS 5228-1:2009 Table C.4:4	
Bomag roller	2	50	73	BS 5228-1:2009 Table C.2:38	
6T excavator	1	50	75	BS 5228-1:2009 Table C.4:67	
Placement of aggregate/screed and culverts					
20T excavator	2	75	71	BS 5228-1:2009 Table C.2:21	
Volvo Dumper	4	50	76	BS 5228-1:2009 Table C.4:4	
Bomag roller	2	50	73	BS 5228-1:2009 Table C.2:38	
Excavator	1	75	74	BS 5228-1:2009 Table C.4:67	
Crane	1	75	67	BS 5228-1:2009 Table C.3:28	
Backfill and waterproof culvert					
20T excavator	2	75	71	BS 5228-1:2009 Table C.2:21	
Volvo Dumper	2	50	76	BS 5228-1:2009 Table C.4:4	
Bomag roller	2	50	73	BS 5228-1:2009 Table C.2:38	
Install ballast					
Volvo Dumper	2	50	76	BS 5228-1:2009 Table C.4:4	



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Activity/Plant Type	No.	% On-Time	L _{Aeq} at 10m	Reference	Comment
20T excavator	1	75	73	BS 5228-1:2009 Table C.2.38	
Triple whacker plates	2	50	80	BS 5228-1:2009 Table C.2.41	
A2. Demobilisation works					
Volvo Dumper	2	50	76	BS 5228-1:2009 Table C.4.4	0
35 T excavator	2	75	76	BS 5228-1:2009 Table C.2.15	
Volvo dumper	2	50	76	BS 5228-1:2009 Table C.4:4	

APPENDIX B

- Methods to reduce noise

B1. Methods to minimise nuisance

1. Extensive notification will have been undertaken prior to works commencing with the local community. All affected properties will have been notified.
2. Main compound has been set up with main works to the west of Railway line, maximising distance to receptors to minimise disturbance.
3. Vegetation clearance will be minimised by advance works in normal working hours. Only those trees that cannot be removed in advance works or by excavator during possession will be felled by chainsaw in possession.
4. Acoustic barriers have been located around the works to reduce the noise levels.
5. Prior to the out of hour possession, 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.
6. All waste will be moved in normal working hours.
7. All tower lights/pumps will be super-silenced and inspected to ensure they are operating appropriately.
8. Concrete culvert and headwall is pre-fabricated minimising the works to be completed out of hours.
9. Any idling plant will be turned off when not in use and plant well maintained. In the event of break down there are back up plant available.
10. All operatives will be briefed on the measures within this plan and the sensitivity of surrounding properties to noise emissions, especially occurring at night.
11. The site works will be inspected by the Environmental Clerk of Works to ensure works/plant comply with this s61.
12. Out of hours contact number will be made available before works commence.

B2. Noise/Vibration Monitoring Programme

Galliford Try will carry out monitoring at regular intervals during the night and at each phase of the works. Attended noise monitoring will be undertaken as close as possible to the receptors identified in Appendix C and Figure 1 to assess compliance.

Monitoring will be undertaken over a 15 minute period at each location with a Class 1 Sound Level Meter. Levels will be measured in terms of $L_{Aeq, 15 mins}$ and $L_{Amax,F}$. In addition weather conditions, wind direction and strength will be recorded, along with observations on the dominant noise source and construction activity.

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 the 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. Allowance has been made for the screening of key plant afforded by its location and the acoustic screens to be erected around the site.

Receptor Location (façade)	A1.	A2. Culvert Construction					A3.
	Mobilisation	Track removal	Excavation phase and filling	Back filling & lifting in culverts	Completion of backfilling to formation	Install ballast	Demobilisation
Weavers Way (SW)	61.8	71.3	57.5	58.6	58.6	56.6	60.5
Weavers Way (SW)	64.6	62.8	49.0	50.1	50.1	48.1	63.3
Water Lane ((SW)	64.6	64.1	50.3	51.4	51.4	49.4	63.3
Manor Drive (NW)	68.6	75.3	61.5	62.6	62.6	60.6	67.3
Manor Drive (W)	64.0	65.4	51.6	52.7	52.7	50.7	62.7
Huxnor Rd (E)	56.4	65.9	52.1	53.2	53.2	51.2	55.1
Colstray Farm (SE)	63.3	72.8	59.0	60.1	60.1	58.1	62.0
Timber Terrace	65.9	75.4	61.6	62.7	62.7	60.7	64.6