

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 SCLR 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 0007

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

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s61 APPLICATION CONTROL OF POLLUTION ACT 1974

APPLICATION FORM FOR APPROVAL

Reference No : AR0001/s61/0007	TITLE: Demolition of accommodation bridge.
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	YES	NO
Works within Normal Working hours only		X
Reason for application	Accommodation Bridge is to be demolished as part of the A380. The bridge spans the railway line. To safely demolish the bridge before the main line becomes operational requires an extended possession in excess of 24 hours. Network Rail have specified that these works are to be completed over the Christmas period.	

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 SEPT 2013



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1. Address or location of proposed works	Accommodation Bridge opposite Aller Park Road
2. Name and address of main Contractor	Galliford Try A380 SDLR Kingskerswell Bypass Site Office Old Newton Road Kingskerswell Newton Abbot Devon TQ12 5LB
Responsible Person. Telephone No.	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 altering the method of construction for the installation of a triple box culvert at Keyberry, removing the need to work under extended possession at Christmas. However in 4 locations there will need to be construction activities. 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, the demolition phase will require a series of mobilisation/preparatory possessions to enable the works to be completed in the time period available.</p> <p>This section 61 application solely relates to the demolition. The works include:</p> <ul style="list-style-type: none"> • Mobilisation and preparatory works; and • Demolition of the Railway Bridge.
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.



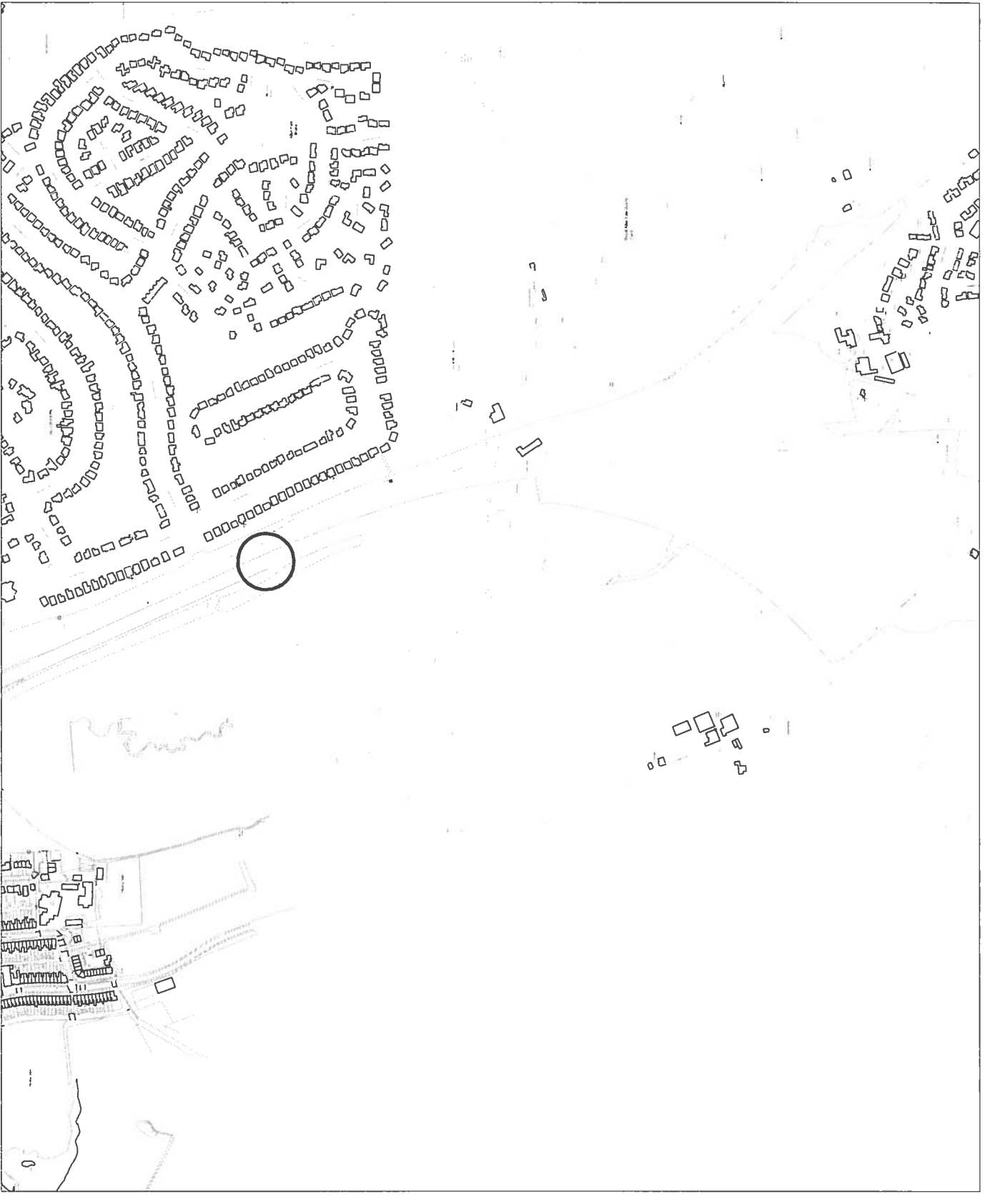
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10. Site Plan	Figure 1 Christmas working areas Figure 2 Site Location and Sensitive Receptor Plan
11. Consultees	Devon County Council Teignbridge District Council
13. Other Information	The residents will be notified by our Public Liaison team regarding the works.






Key


- + Noise Prediction Stations
- Noise Prediction Properties
- Area of Works
- Demolition of Accommodation Bridge

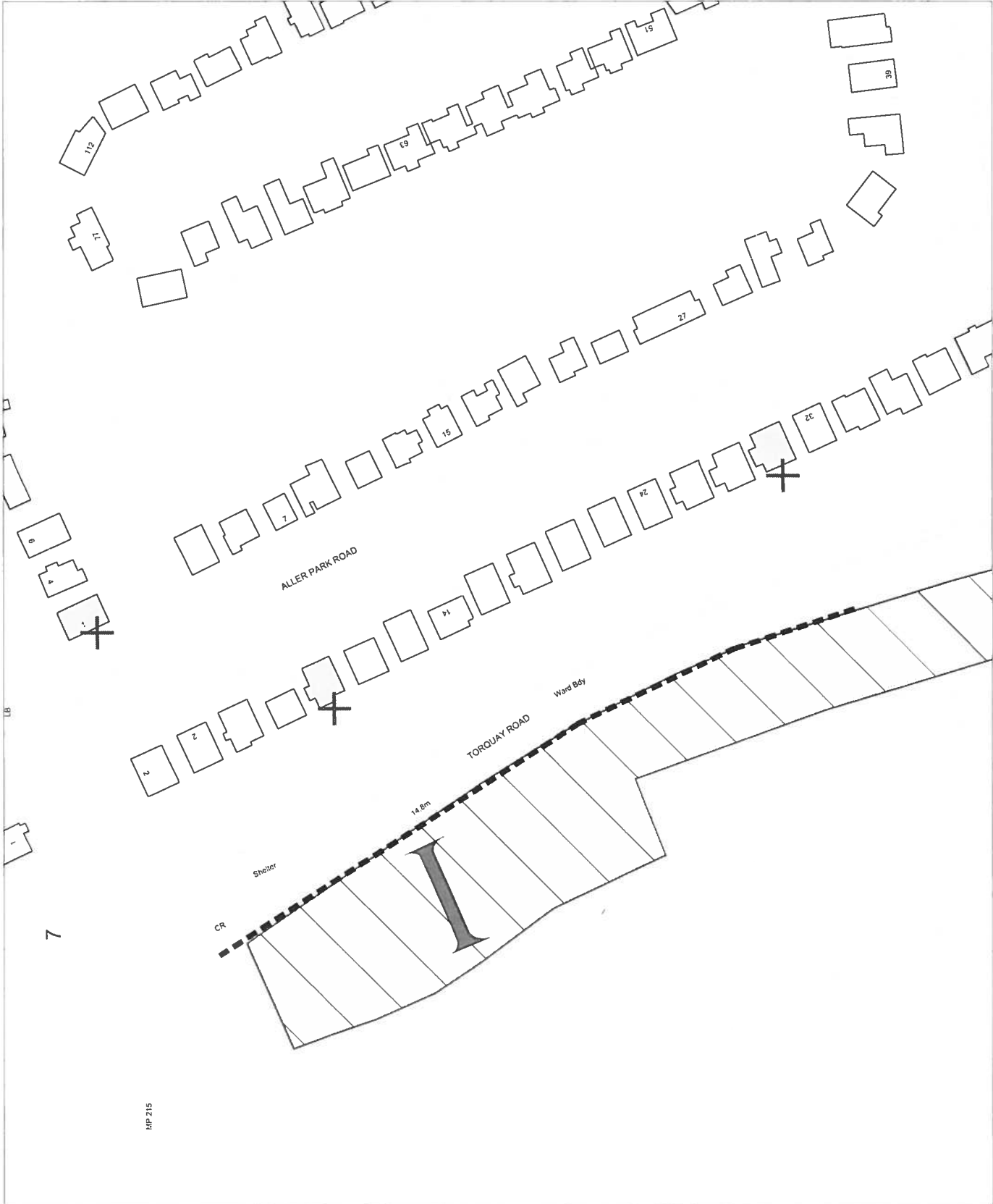


Rev	Details	Drawn	Chkd.	Date
Project 123213 A380 Bypass Newton Abbot				
This Noise Monitoring Stations				
				
AA Environmental Ltd Unit 4 to B The Mill Shipton Abbot Devon OX13 0JX T: (01235) 529242 F: (01235) 523849 info@aaep.com www.aaep.com				
Scale	Date	July 13	Drawn	Chkd.
1:5000 @ A3			RC	ML
Rev	Fig. No.	Figure 2		

Key

-  Noise Prediction Stations
-  Noise Prediction Properties
-  Area of works
-  Bridge to be demolished
-  Acoustic Barrier

Rev.	Details	Drawn	Chkd.	Date
Project 123213 A360 Bypass Newton Abbot				
Title Noise Monitoring Stations				
				
AAE Environmental Ltd Units 4 to 8 Chipwell Court The Parkway Chesham Ox13 9JX T: (01295) 530942 F: (01295) 530943 info@aae-llp.com www.aae-llp.com				
Scale	Date	Drawn	Chkd.	Rev.
1:1000 @ A3	July 13	RC	ML	Figure 3



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APPENDIX A - Method of Works

A1. Mobilisation / Preparatory Works (23:30 to 08:00 hrs 7/12 & 14/12)

The site will be accessed from the existing A380 Torquay Road. The site compound will be set up between the existing railway wall, extending from the bridge southwards. The compound will consist of a laydown area for plant and materials, offices and welfare facilities and access down to the railway. The majority of the compound will be set up in normal working hours and this does not form part of this S61 application. The compound and works will be screened by acoustic fencing as shown in Figure 2. This will be erected before the works commence.

The land rail side of the wall will be re-graded and compacted to create a running haul route as shown on the attached plan. A small proportion of the access ramp adjacent to, and onto, the railway will need to be completed during possession due to the risk to the railway.

These works will involve the following activities:

- the removal of the safety fence;
- limited vegetation clearance within 3 m of the trackside;
- re-grading the existing soils and placing the aggregate for the haul route; and
- diverting and installing protection for the signals and comms cables.

All intrusive works are screened from the nearest properties as they occur in the cutting. The only works where there is a potential for line of sight will involve the operation of the compound and the haulage of material away from the ramp and track.

These works will be undertaken on the 7/12 and are considered likely to be completed within a single possession. A second possession date of the 14th December is set aside to complete works in the event of an over-run.

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

A2. Bridge Demolition Works (00:00 hrs 25/12 to 05:00 27/12)

The programme and method of the demolition works has been undertaken to minimise disturbance as far as practicable. The noisiest activities will be timed to start on Christmas day and not in the early hours of Christmas morning.

The construction works are to be undertaken from 00:00 hours on Christmas morning, with the significant operation of the breaker starting from 08:00 hrs. Mobilisation of staff to the work compound will occur from 23:00 hrs on the 24/12.

The demolition phase is anticipated to run to 03:00 hrs on the 26/12, however the possession runs to 05:00 hrs on the 27/12. The period between the end of planned works and the end of the possession is for contingency in the event that works over-run. We will not use these hours if we do not have to. When works have been completed the site team will demobilise.



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The following works will be completed during possession:

Soil removal from bridge deck (00:00 to 06:00 hrs 25/12)

An excavator located on the eastern edge of the bridge abutment will remove soil and any vegetation from the deck. The excavators will also pull in the parapet walls onto the deck. This material will be loaded into the dumper and transferred to the stockpile area.

Installation of Track Protection (00:00 to 08:00 hrs 25/12)

To minimise the noise profile of the works, the demolition will be taken from either side of the bridge abutment. This will involve excavators and dumpers moving over the tracks. In addition during the demolition process material will fall onto the ground. To protect the track from damage by either falling debris or the heavy plant a Track Protection System will be placed over the railway. The Track Protection System is lifted and placed in sections over the track using an excavator and telehandler. The system must be fitted and inspected to ensure that it is sufficiently robust to withstand the impact.

Demolition phase (08:00 hrs to 21:00 hrs 25/12)

The demolition has been programmed to commence at 08:00 hrs. The works are anticipated to take 12 hrs and involve up to 4 excavators using percussive breakers and toothed buckets to slowly deconstruct the bridge. The excavators will be primarily based on the Track Protection System although initially a single excavator will be located on the eastern section of the bridge to facilitate the excavation of the abutment. Arisings will be progressively cleared by dumpers running from the track to the storage area. Works will be completed in the following sequence:

- excavation of the abutments;
- pushing in the parapets;
- breaking the bridge arches and deck;
- regarding the abutments to make safe;
- demolition of the central pier.

Removal of Track Protection System and Infilling of Pier (21:00 hrs to 03:00 26/12)

Once all the demolition arisings have been removed the Track Protection System in the north will be removed.

Aggregate will be loaded from the compound by the excavator and transferred by dumper to the south of the former central pier location. The material will be placed by excavator infilling the former pier location.

Once the infilling has been completed and inspections have been fully signed off the Track Protection System on the southern side of the Bridge will be removed.

Demobilisation

Following removal of the Track Protection System the railway will be inspected by Network Rail and if satisfactory the site team will de-mobilise from site.



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Table 1. Plant List

Activity	No. of plant	% on time	SPL at 10 m	Source	Comment
General operations during possession					
Lighting Towers above	2	100	63	Average of BS 5228-1:2009 Table C.4:76-87	On at night time only
Lighting Towers below	2	100	58	Average of BS 5228-1:2009 Table C.4:76-87	On at night time only
A1. Preparatory works mobilisation					
Brush Cutter	1	75	86	BS 5228-1:1997 Table C.2:14	
20T Excavator	1	75	71	BS 5228-1:2009 Table C.2:21	
Bomag Roller	1	75	73	BS 5228-1:2009 Table C.2:38	
Volvo Dumpers 25T	1	25	76	BS 5228-1:2009 Table C.4:4	
A2. Demolition of Bridge					
Trim Soil off the Bridge Deck					
22 tonne excavator above	2	75	71	BS 5228-1:2009 Table C.2:21	
22 tonne excavator below 5 dB screening	2	75	66	BS 5228-1:2009 Table C.2:21	
Volvo Dumpers 25T	1	25	76	BS 5228-1:2009 Table C.4:4	
17m Telehandler	1	25	80	Measured	
Lay (500m²) track protection					
22 tonne excavator below 5 dB screening	2	75	66	BS 5228-1:2009 Table C.2:21	
Volvo Dumpers 25T	1	50	76	BS 5228-1:2009 Table C.4:4	
17m Telehandler above	1	25	80	Measured	
17m Telehandler below	1	25	75	Measured	
Abutment demolition					
22te excavator above	1	75	71	BS 5228-1:2009 Table C.2:21	
20te Track Excavators with hammers, etc (5 dB Screening)	2	25	90	BS 5228-1:2009 Table C.9:13	
33te Track excavator with hammers etc	2	50	90	BS 5228-1:2009 Table C.9:13	
Volvo Dumpers 25T	3	50	76	BS 5228-1:2009 Table C.4:4	
9Ton Dumper	2	50	76	BS 5228-1:2009 Table C.4:4	
17m Telehandler	2	50	80	Measured	
22 tonne excavator below 5 dB screening	1	75	66	BS 5228-1:2009 Table C.2:21	Note, sample plant as 22te no breaking. Will not be used concurrently.
Volvo Dumpers 25T	1	50	76	BS 5228-1:2009 Table C.4:4	
Infill Central Pier with Ballast					
22 tonne excavator below 5 dB screening	2	75	66	BS 5228-1:2009 Table C.2:21	
Volvo Dumpers 25T	2	50	76	BS 5228-1:2009 Table C.4:4	
17m Telehandler below	1	50	75	Measured	
Clear Track Proection South					
22 tonne excavator below 5 dB screening	2	75	66	BS 5228-1:2009 Table C.2:21	
Volvo Dumpers 25T	2	50	76	BS 5228-1:2009 Table C.4:4	
17m Telehandler below	1	50	75	Measured	

APPENDIX B

- Methods to reduce noise

B1. Methods to minimise nuisance

1. Acoustic barriers have been located around the compound and works to reduce the noise levels.
2. The demolition methodology is to work from the track level as opposed to high up on the abutments. This is within the cutting which affords full screening between the noisiest activities and the properties.
3. 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.
4. All waste will be moved from site in normal working hours.
5. All tower lights will be super-silenced.
6. All plant will be inspected to ensure they are operating appropriately.
7. We have assessed whether hydraulic 'munchers' can be used as opposed to pneumatic breakers. Due to the size of the structure being demolished these are not considered suitable. Pneumatic breakers will only be utilised when necessary.
8. The works are programmed to be complete before the possession. As soon as the works are complete and signed off by Network Rail the site will be demobilised.
9. The reversing alarms on the dumpers will be tonal taking into account the background noise level. This should minimise disturbance.
10. 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.
11. All operatives will be briefed on the measures within this plan and the sensitivity of surrounding properties to noise emissions, especially occurring at night.
12. The site works will be inspected by the Environmental Clerk of Works to ensure works/plant comply with this s61.
13. Out of hours contact number will be made available before works commence.
14. Extensive notification will have been undertaken prior to works commencing with the local community. All affected properties will have been notified.

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 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 $L_{Aeq\ 15\ mins}$. In addition weather conditions, wind direction and strength will be recorded, along with observations on the dominant noise source and construction activity.

The works will be assessed by the monitor to ensure they are being undertaken in accordance with the s61 Application.



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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 and acoustic screening.

Table 2a. Predicted noise levels for Activity A1 (LAeqT)

Receptor Location	Façade	Ramp Excavation
St Michaels Road	East	50.0
9 St Lukes Road	West	55.7
1 Aller Brake Road	West	60.0
8 Aller Park Road	West	67.4
30 Aller Park Road	West	62.6
Langford Bridge Farm	East	47.4
The Barn Owl, Aller Road	West	44.7
Hazelbank, Aller Road	North East	43.4



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Table 2. Predicted Noise Levels and Timings during activity A2 'Demolition of Bridge (LAeqT)

Receptor Location	Activities and Timings	Trim soil off the bridge deck	Lay (500m ²) track protection	Demolition							Infill Central Pair with Ballast	Clear track protection (South)
				Abutment Excavation	Fold in bridge parapets and arch demolition	Arch Demolition (800T)	Remove Demolition Arisings	Clear Track Protection (North)	Break Down Central Pair			
	Façade											
St Michaels Road	East	45.7	42.6	44.7	57.2	55.5	42.5	40.5	51.1	42.5	42.5	
9 St Lukes Road	West	54.3	51.2	53.3	65.8	64.1	51.1	49.1	59.7	51.1	51.1	
1 Aller Brake Road	West	57.9	54.8	56.9	69.4	67.7	54.7	52.7	63.3	54.7	54.7	
8 Aller Park Road	West	64.3	61.2	63.3	75.8	74.1	61.1	59.1	69.7	61.1	61.1	
30 Aller Park Road	West	56.2	53.1	55.2	67.7	66.0	53.0	51.0	61.6	53.0	53.0	
Langford Bridge Farm	East	43.1	40.0	42.1	54.6	52.9	39.9	37.9	48.5	39.9	39.9	
The Barn Owl, Aller Road	West	40.4	37.3	39.4	51.9	50.2	37.2	35.2	45.8	37.2	37.2	
Hazelbank, Aller Road	North East	39.1	36.0	38.1	50.6	48.9	35.9	33.9	44.5	35.9	35.9	