

**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/s61/0039/Rev 00 - Variation**

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.
8. If complaints are received and justified by Teignbridge Environmental Health work the following night will be stopped, site out of hours working time reassessed and out of hours site work not to be restarted until the noise impact is reduced.

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 the expenditure to be incurred would not be disproportionate to the public benefit from compliance.

Signed

  
 Environmental Protection Manager  
 Housing and Health

Dated

1<sup>st</sup> October 2014





**A380 South Devon  
Link Road**

Doc.No: AR0001/s61/0039  
Rev. No : 00  
Date : 30/09/14

**s61 APPLICATION CONTROL OF POLLUTION ACT 1974**

**APPLICATION FORM FOR APPROVAL**

<b>Reference No :</b> AR0001/s61/0039/Rev 00	<b>TITLE:</b> Out of hour works at Penn Inn roundabout.
--	---

	YES	NO
Works within Normal Working hours only		X
Reason for application	Out of hour works at Structure 2 at Penn Inn roundabout.	

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: 30/9/14 .....

<b>1. Address or location of proposed works</b>	Structure 2, Penn Inn roundabout, Newton Abbot.
<b>2. Name and address of main Contractor</b>  <b>Responsible Person.</b> <b>Telephone No.</b>	Galliford Try A380 SDLR Kingskerswell Bypass Site Office Old Newton Road Kingskerswell Newton Abbot TQ12 5LB  <a href="mailto:adrian.farry@gallifordtry.co.uk">adrian.farry@gallifordtry.co.uk</a> T: 07776993185
<b>3. Particulars of works to be carried out</b>	<p>Galliford Try have to construct a flyover at Penn Inn roundabout. The flyover is referred to as Structure 2 (S02).</p> <p>Structure 2 requires transport of beams and lifting beams/omnia-planks in to place by mobile crane (all during night lane closures). The beams will be delivered from the loading area north of Penn Inn along the northbound carriageway to the lifting area on the roundabout. The main assembling crane will be located at three locations during three phases of work at Penn Inn roundabout in order to lift safely to the north, mid span and south sections. This will involve sections of the Penn Inn roundabout being closed overnight. All out of hour works will run between 21:00hrs and 06:00hrs.</p> <p>The phases of beam lift work are as follows: on North abutment are scheduled for Monday 6<sup>th</sup> October and will take one night; with three night's contingency (Tuesday 7<sup>th</sup>, Wednesday 8<sup>th</sup> and Thursday 9<sup>th</sup> October). The mid-span section beam lift works follow on Friday 10<sup>th</sup> October with Saturday 11<sup>th</sup> and Sunday 12<sup>th</sup> contingency. The south abutment beam lift are scheduled to begin on Friday 28<sup>th</sup> November to Sunday 30<sup>th</sup> November with one week contingency (Monday 1<sup>st</sup> December-Friday 5<sup>th</sup> December).</p> <p>The dates for the omnia-plank lift on to north and mid-span beams are scheduled to start on Monday 13<sup>th</sup> October to Friday 17<sup>th</sup> October and the following week Monday 20<sup>th</sup> October to Friday 24<sup>th</sup> October. A weeks contingency (Monday 27<sup>th</sup> October-Friday 31<sup>st</sup> October) is in place in case of unforeseen circumstances. The dates for the Omnia-plank lift on to south span beams are scheduled to start on Monday 1<sup>st</sup> December to Friday 5<sup>th</sup> December with the following week acting as contingency (Monday 8<sup>th</sup> to Friday 12<sup>th</sup> December).</p> <p>The justification for out of hour working is to ensure safety during the operations and minimise road travel disruption. Road diversions will be put on during the Penn Inn roundabout closure.</p>
<b>4. Methods to be used in each stage of development</b>	Refer to Appendix A.
<b>5. Duration and hours of works</b>	Refer to Appendix A

<b>6. Number, type and make of plant and machinery</b>	Refer to Appendix A.
<b>7. Proposed steps to minimise noise and vibration</b>	Refer to Appendix B.
<b>8. Predicted Noise Levels</b>	Refer to Appendix C.
<b>9. Predicted Vibration Levels</b>	The equipment to be used in these activities are not considered to generate appreciable levels of vibration and therefore no assessment has been undertaken.
<b>10. Site Plans</b>	Figure 1 – Structure 2 Location Plan
<b>11. Consultees</b>	Devon County Council Teignbridge District Council
<b>12. Other Information</b>	Galliford Try Public Liaison Team to inform local stakeholders, emergency services and Community Liaison Group members. It will also be published on the South Devon Link Road website prior to works.
<b>13. List of Plans and documents attached</b>	Figure 1 – Structure 2 Location Plan



## A380 South Devon Link Road

Doc.No: AR0001/s61/0039  
Rev. No : 00  
Date : 30/09/14

### APPENDIX A - Method of Works

#### **Beam/omnia-plank lift installation works on a live carriageway**

##### ***Overview of works***

As part of the A380 project, Penn Inn flyover is currently being constructed over existing Penn Inn roundabout. Lifting beams on to the pillars and abutments by mobile crane is required in order to construct the bridge. Following this, Omnia-planks will be lifted onto the beams to form the bridge deck. The crane will be situated in three locations depending on lift phase and weight of beams. A 750T crane will be used on the north side of Penn Inn; a 350T in the middle for mid-span beam sections; and a 350T crane at the south side of Penn Inn. A 100T crane will be used to lift the Omnia-planks. The delivery lorry will be positioned within roundabout carriageways. The turning circle zone of the crane falls within roundabout carriageways therefore requires out of hour road closure to minimise road traffic disruption. This requires the works to be conducted during out of hour road closures.

##### ***Outline working method***

The out of hour work activities over one night road closure for Phase 1 are as follows:

- Mobilise cranes;
- 200T crane to lift beams on to delivery lorry (activity not required for Phase 2, 3 and Omnia-plank lifts);
- Delivery lorry transports beam to lifting area on roundabout carriageway;
- 750T main assembly crane to lift beams into position (350T mobile crane will be used for Phase 2 and 3; a 100T crane will be used for Omnia-plank lift);
- Positioning beams using MEWP's and hand tools;
- De-rig cranes and demobilise.

Figure 1 shows site lay out for Structure 2 works with closest to local resident properties.



## A380 South Devon Link Road

Doc.No: AR0001/s61/0039  
Rev. No : 00  
Date : 30/09/14

### Proposed Plant at Structure 2 works

Equipment	Number	% on-time	Typical Sound pressure level at 10m [dB(A)]	Noise information source	Comment
<b>Phase 1 Beam Installation</b>					
200T crane	2	30	78	BS 5228-1:2009 Table C.4:38	
750T crane	1	80	78	BS 5228-1:2009 Table C.4:38	
Mobile Elevated Working Platform (MEWP)	2	20	67	BS 5228-1:2009 Table C.4:57	
Telehandler	1	10	80	Measured	
Hand tools	1	50	73	Average of BS 5228:1997 Table C.7:1-3	
Delivery Lorry	2	50	79	BS 5228-1:2009 Table C.8:20	
Tower Lights	5	100	63	Average of BS 5228-1:2009 Table C.4:76-87	Night time only
<b>Phase 2 &amp; 3 Beam Installation</b>					
350T crane	1	80	78	BS 5228-1:2009 Table C.4:38	
Mobile Elevated Working Platform (MEWP)	2	20	67	BS 5228-1:2009 Table C.4:57	
Telehandler	1	10	80	Measured	
Delivery Lorry	2	50	79	BS 5228-1:2009 Table C.8:20	
Hand tools	1	50	73	Average of BS 5228:1997 Table C.7:1-3	
Tower Lights	3	100	63	Average of BS 5228-1:2009 Table C.4:76-87	Night time only
<b>All Phases Omnia-plank Installation</b>					
100T crane	1	100	71	BS 5228-1:2009 Table C.4:50	
Hand tools	1	50	73	Average of BS 5228:1997 Table C.7:1-3	
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. All tower lights will be super-silenced and inspected to ensure they are operating appropriately.
4. All plant will be promptly switched off as soon as the works have been completed.
5. Any idling plant will be turned off when not in use.
6. 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.





**A380 South Devon  
Link Road**

Doc.No: AR0001/s61/0039  
Rev. No : 00  
Date : 30/09/14

**APPENDIX C**

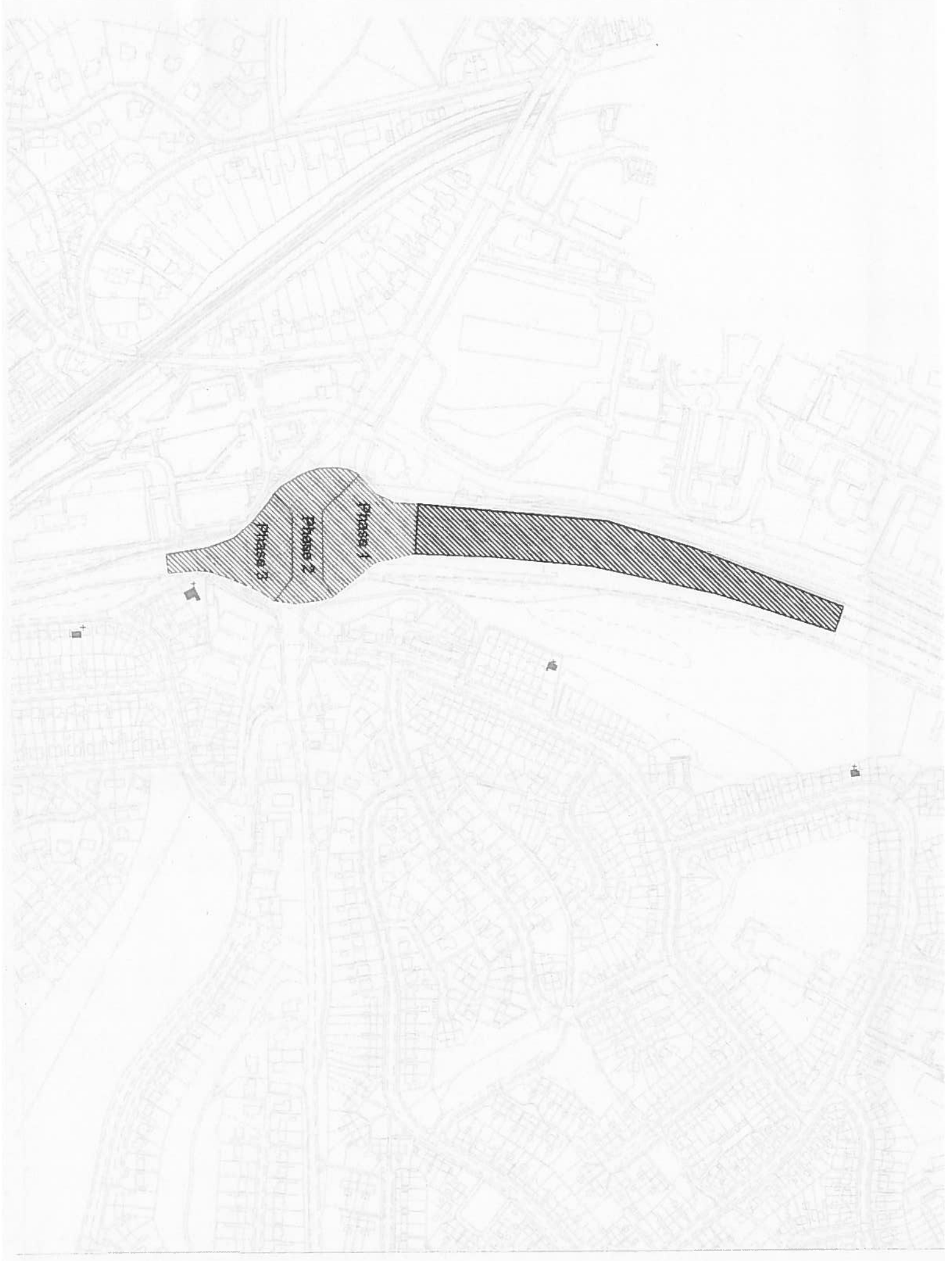
**- Predicted noise thresholds at key receptors**

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 between the works and local receptors. The model takes into account land attenuation and reflection from properties.

Receptor Location	Floor	Façade	Construction Façade Noise Level dB L <sub>Aeq,1hr</sub>					
			Phase 1 Beam	Phase 1 Omnia- Plank	Phase 2 Beam	Phase 2 Omnia- Plank	Phase 3 Beam	Phase 3 Omnia- Plank
43 Sandringham Rd	Ground	West	62.8	38.6	41.9	38	41.2	37.3
	First	West	62.8	39.8	43.1	39.2	42.5	38.6
14 Queensway	Ground	West	63.5	47.5	50	46.1	38.1	34.2
	First	West	63.6	48.4	51	47.1	40.8	36.9
Wywuree	Ground	North West	63.4	50.6	57.4	53.5	60.8	56.9
3 Pinewood Road	Ground	West	52.6	45.3	50.8	46.9	52.5	48.6
	First	West	53.3	46.2	51.7	47.8	53.4	49.5

From predictions, nearest residential properties are not anticipated to exceed the defined thresholds at Wywuree-Addison Road control station. 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.	Title
	Project
	123213
	A380 B.
	Newton
	Structu



