

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

TO: Mr L Humphries
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/s61/0024/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 and Safety Services

Dated

9th May 2014



**A380 South Devon
Link Road**

Doc.No: AR0001/s61/0024
Rev. No : 00
Date : 30/4/13

1. Address or location of proposed works	Two utility diversions; one across Old Newton Road and one across Kingskerswell Road. 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 cillian.fleming@gallifordtry.co.uk T: 07918907820
3. Particulars of works to be carried out	Road utility diversion works over one night; 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 Utility Diversion Plan
11. Consultees	Devon County Council Teignbridge District Council
12. Other Information	Galliford Try Public Liaison Team will be delivering letters to 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 –Utility Diversion Plan



**A380 South Devon
Link Road**

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s61 APPLICATION CONTROL OF POLLUTION ACT 1974


APPLICATION FORM FOR APPROVAL

Reference No : AR0001/s61/0024/Rev 00	TITLE: Utility Works along Old Newton Road and Kingskerswell Road
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	YES	NO
Works within Normal Working hours only		X
Reason for application	Out of hour works associated with utility diversion 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: **7/5/14**

APPENDIX A

- Method of Works

Utility Works on a carriage way

Overview of works

As part of the Elmcroft Link Road connection to Kingskerswell Road and Aller Cross Junction works, Old Newton Road and Kingskerswell Road require existing utilities to be diverted under the carriage way. During the proposed works, the existing Old Newton Road and Kingskerswell Road will be closed.

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. The justification for conducting these works over week nights is purely to minimise traffic congestion; as well as minimise disruption to Sunlight laundry delivery route. A traffic diversion is not able to be put in place at these particular locations.

The utility diversions will be conducted crossing under the existing Old Newton Road and Kingskerswell Road. These utility diversions are specifically gas pipes and electricity cables. The location of these works is shown in Figure 1.

These works require the construction of piping 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 road and subsequently the works will have to be undertaken outside of normal working hours.

During the works, the road from the Kingskerswell-Old Newton Road junction to the Kingskerswell-Priory Road will be closed; as well as along Old Newton Road. The road will be re-opened once road surface has been re-instated.

Due to the large distance, at one of the road crossings, between area of works and nearest receptor (over 250 metres); as well as natural screening (to the East) and ground attenuation, acoustic barriers will not be erected prior to works commencing. The nearest resident's will be notified in the form of a letter drop prior to works commencing.

The utility crossing along Old Newton Road will be screened by acoustic barriers, as shown on Figure 1.

Outline working method

The work sequence over one night is as follows:

Phase 1 – roadcutting, asphalt removal & excavation to formation

- Cut the asphalt with road saw – this activity will be limited to 19:30-21:00hrs;
- Excavate asphalt and road formation layer to required depth and haul to main site for re-use (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 – backfilling to road level & asphalt reinstatement

- Once formation depth is achieved an aggregate bed will be laid and compacted. The ducts and piping will be installed and the roadstone replaced. This will involve aggregate delivery from the main compound, compaction using the wacker plate and an excavator (2 hour);
- Once close to the existing road surface asphalt will be placed, rolled and compacted by roller as necessary (1 hour).

Proposed programme

The date is yet to be confirmed because we are waiting approval from the Council to do night time road closures. However, the two proposed dates are either 22nd May or 27th May. The proposed plan is to conduct both diversions during one night causing minimal travel disruption; with one consecutive night as contingency. The works would be done over a 12 hour period. 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 be put in place where possible after 1800 hours. The following night (either 23rd May or 28th May) will act as contingency. The Environmental Clerk of Works will notify Teignbridge Environmental Health on the day of the proposed night works as soon as it is confirmed.

Proposed Plant at each location for Utility Works

Equipment	Number	% on-time	Typical Sound pressure level at 10m [dB(A)]	Noise information source	Comment
Phase 1					
8 tonne excavator	1	75	71	BS 5228-1:2009 Table C.4:17	
+ breaker attachment	1		88	BS 5228-1:2009 Table C.5:1	To be avoided where possible
3 T excavator	1	75	68	BS 5228-1:2009 Table C.3.20	
+ breaker attachment	1		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	
Concrete saw	1	25	87	BS 5228-1:2009 Table C.5:36	
Volvo Dumper	1	50	76	BS 5228-1:2009 Table C.4.4	
8 wheel lorry	1	25	79	BS 5228-1:2009 Table C.8:20	
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					
8 tonne excavator	1	75	71	BS 5228-1:2009 Table C.4:17	
3 T excavator	1	75	68	BS 5228-1:2009 Table C.3.20	
8 wheel lorry	1	25	79	BS 5228-1:2009 Table C.8:20	
Volvo Dumper	1	50	76	BS 5228-1:2009 Table C.4.4	
Wacker plate	2	50	80	BS 5228-1:2009 Table C.2:41	
Roller	1	50	73	BS 5228-1:2009 Table C.2:38	
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.



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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. All affected residents will be notified of the works.
3. 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.
4. All operatives will be briefed on the measures within this plan and the sensitivity of surrounding properties to noise emissions.
5. Noisy activities, mainly the road cutting and breaking out in Phase 1 will be limited to finishing by 21:30hrs minimising the noisiest activity to the least sensitive period of the night time period.
6. Acoustic screening will be erected facing nearest receptors at area of work located along Old Newton Road.
7. Drop heights for excavated material will be minimised where ever possible.
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.

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 utility works

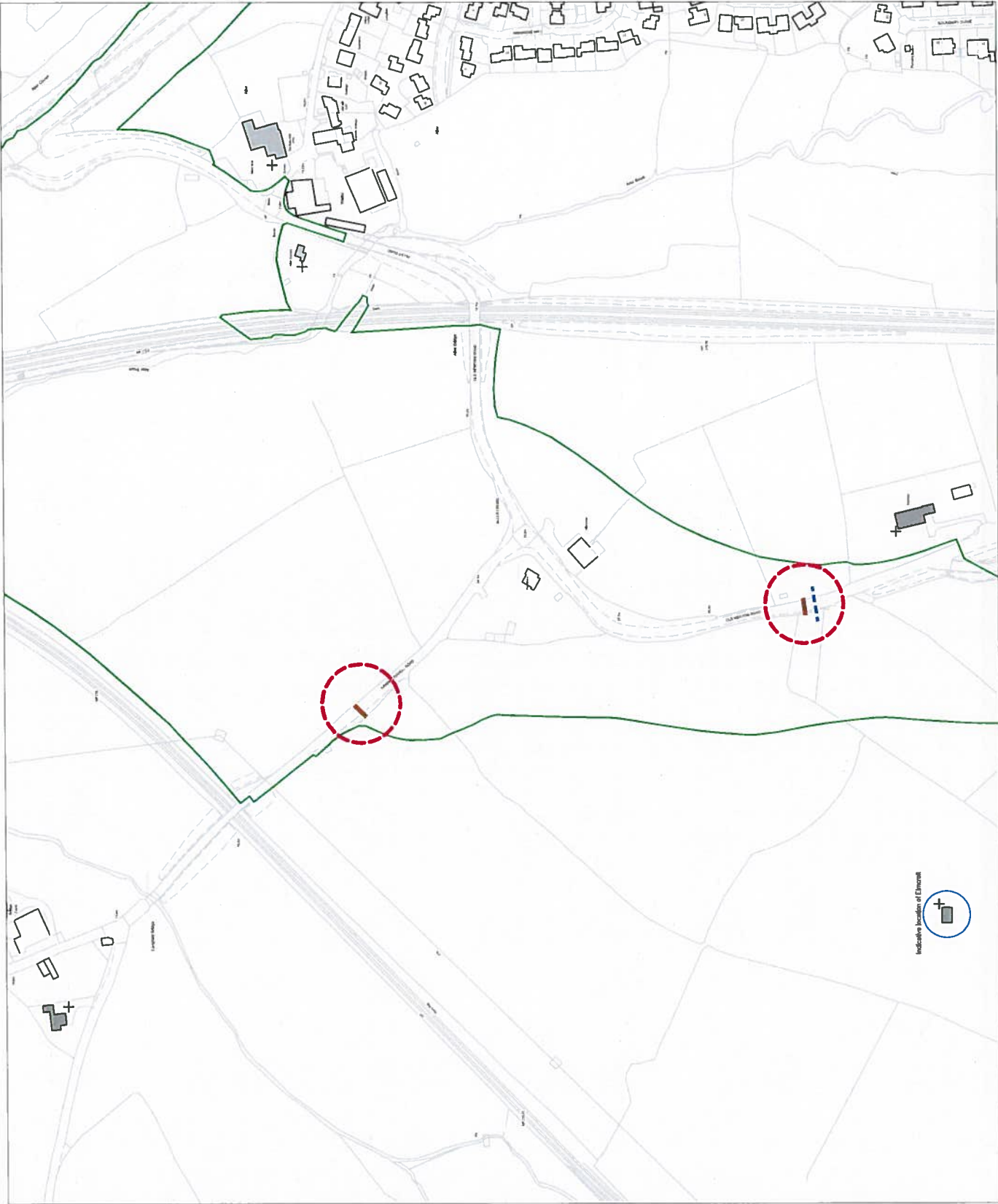
Receptor Location	Floor	Façade	Construction Façade Noise Level dB $L_{Aeq,1hr}$					
			Kingskerwell Rd Utility Diversion		Old Newton Road Utility Diversion		Concurrent	
			Phase 1	Phase 2	Phase 1	Phase 2	Phase 1	Phase 2
The Barn Owl	Ground	South West	37.4	34.3	35.3	32.2	39.5	36.4
	First		42.0	38.9	40.0	36.9	44.1	41.0
Aller Orchard	Ground	South West	54.3	51.2	51.3	48.2	56.1	53.0
	First		55.3	52.2	52.4	49.3	57.1	54.0
Priory Road	Ground	South	55.2	52.1	47.7	44.6	55.9	52.8
	First		56.2	53.1	49.0	45.9	57.0	53.9
Elmcroft	Ground	North	51.2	48.1	57.7	54.6	58.6	55.5
	First		52.3	49.2	58.6	55.5	59.5	56.4
Treetops	Ground	North	52.0	48.9	61.1	58.0	61.6	58.5
	First		53.2	50.1	62.5	59.4	63.0	59.9

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.

KEY

-  Area of Works
-  Noise Prediction Properties
-  Road Utility Crossing
-  Noise Prediction Stations
-  Acoustic Barrier (2 m high)
-  Indicative location of Elmcraft



Rev.	Details	Drawn	Checkd.	Date
Project 123213 A380 Bypass				
Title Utility Diversion Plan				
 AAE AA Environmental Ltd Units 4 to 6 The West Station Abingdon Oxon OX13 6HX T: (01235) 536042 F: (01235) 523649 info@aae-ep.com www.aae-ep.com				
Scale	Date	Drawn	Checkd.	Rev.
1:2500 @ A3	April '14	RC	ML	Figure 1

