

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

**TO: Mr Adrian Farry**  
**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/s61/0030/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

.....  
 Environmental Protection Manager  
 Environment and Safety Services

Dated

1<sup>st</sup> July 2014





**A380 South Devon  
Link Road**

Doc.No: AR0001/s61/0030  
Rev. No : 00  
Date : 30/6/14

**s61 APPLICATION CONTROL OF POLLUTION ACT 1974**


**APPLICATION FORM FOR APPROVAL**

<b>Reference No :</b> AR0001/s61/0030/Rev 00	<b>TITLE:</b> Utility Works along Torquay 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: 1/7/14 .....



**A380 South Devon  
Link Road**

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<b>1. Address or location of proposed works</b>	One utility diversion across northbound carriage way on Torquay Road, south of Penn Inn roundabout. See Figure 1.
<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: 0777 6993185
<b>3. Particulars of works to be carried out</b>	Road utility diversion works over one night; with one night for contingency.
<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 Plan</b>	Figure 1 Utility Diversion Location Plan
<b>11. Consultees</b>	Devon County Council Teignbridge District Council
<b>12. Other Information</b>	Galliford Try Public Liaison Team will notify 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.
<b>13. List of Plans and documents attached</b>	Figure 1 –Utility Diversion Location Plan



## A380 South Devon Link Road

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### APPENDIX A - Method of Works

#### Utility Works on a carriage way

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

As part of the A380 project, there is a series of traffic flow phases along Torquay Road to ensure safe working and minimise disruption to traffic. As part of the traffic phasing along Torquay Road, the traffic light cable at Penn Inn must be diverted to maintain the traffic lights and ensure safety to road users. During the proposed works, the existing northbound carriageway traffic will be diverted. The road will be re-opened once road surface has been re-instated.

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.

The utility diversion will be conducted crossing under Torquay Road. This utility diversion is specifically the traffic light cable. The location of these works is shown in Figure 1.

These works require the construction of 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.

Due to the close proximity to residential properties along Addison Road, acoustic barriers will be erected prior to works commencing.

##### **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 19:30-21:30hrs;
- Excavate asphalt and road formation layer to required depth and place on site for re-use (2 hour); and
- 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 ducting will be installed and the roadstone replaced. This will involve compaction using the wacker plate and an excavator to place aggregate (2 hour); and
- Once close to the existing road surface asphalt will be placed, rolled and compacted by roller as necessary (1 hour).



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**Proposed programme**

The date is scheduled for Thursday 3<sup>rd</sup> July 2014. The works would be done over an 11 hour period (19:00-06:00hrs). 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 19:00 hours. The following night will act as contingency.

**Proposed Plant for Utility Works**

Equipment	Number	% on-time	Typical Sound pressure level at 10m [dB(A)]	Noise information source	Comment
<b>Phase 1</b>					
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
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	
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.
<b>Phase 2</b>					
8 tonne excavator	1	75	71	BS 5228-1:2009 Table C.4:17	
Wacker plate	2	50	80	BS 5228-1:2009 Table C.2:41	
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. 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. 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.
4. Acoustic screening will be erected facing nearest receptors at area of work located along Addison Road, as per Figure 1.
5. Drop heights for excavated material will be minimised where ever possible.
6. All generators and compressors plant will be super-silenced and inspected to ensure they are operating appropriately.
7. 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.

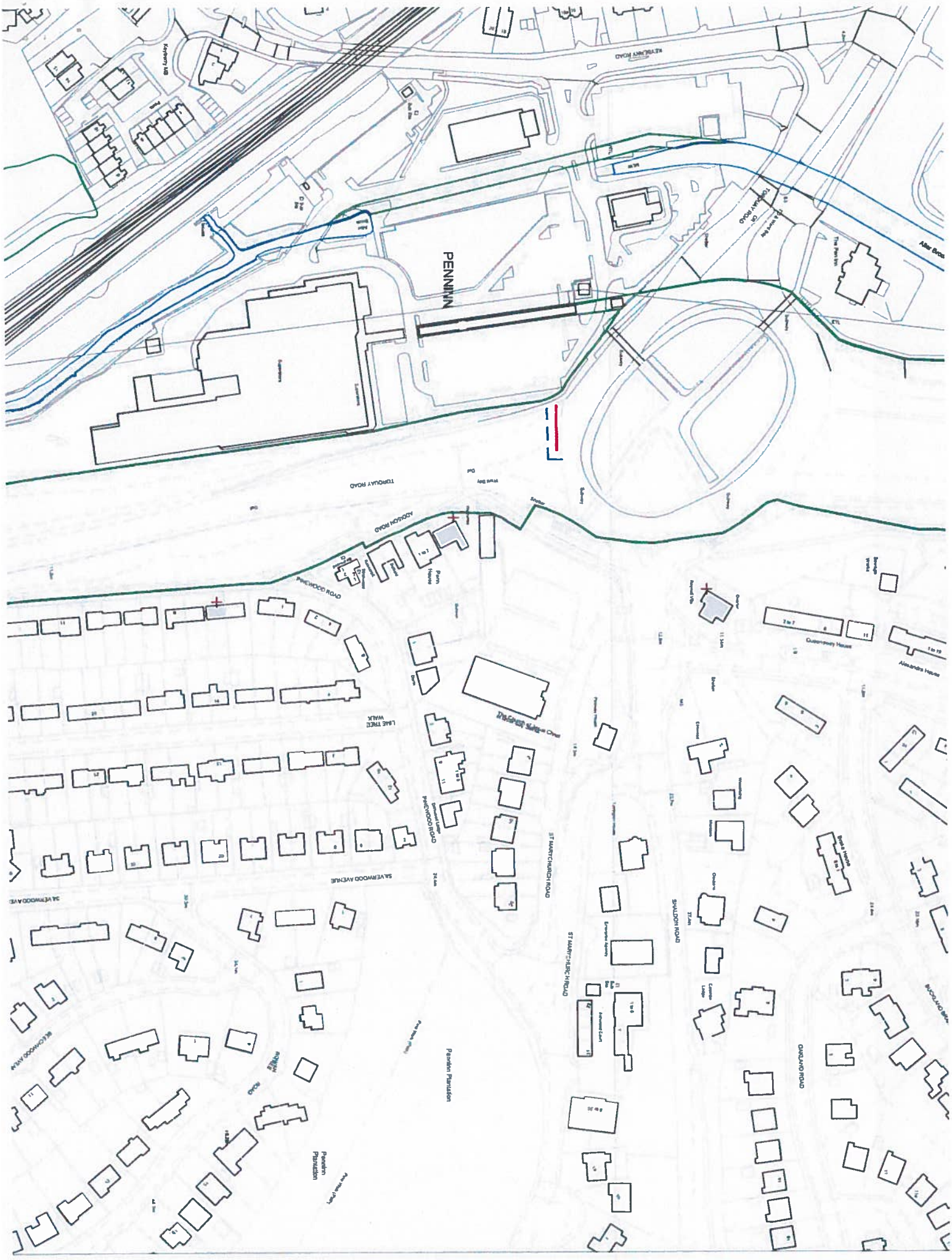
**Table 1. Noise levels during utility works**

Receptor Location	Floor	Façade	Construction Façade Noise Level dB L <sub>Aeq,1hr</sub>	
			Phase 1	Phase 2
Wywuree	Ground	North	66.2	62.7
	Ground	West	65.1	61.6
Pinewood Road	Ground	West	62.7	59.2
	First	West	64.1	60.6
Penn House	Ground	North	63.8	60.3
	First	North	65.4	61.9
	Second	North	66	62.5

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.





Rev.	
Project	123213 A380 BYP
Title	Utility Div



