



## Meeting Notes



### Noise Liaison Group Meeting No.31

06 February 2014, 10:00 to 11:30

Venue: FRC Project Office, Rosyth

#### Attendees:

David Climie	FRC Employer's Delivery Team (EDT) (Chair)
Steven Brown	FRC Employer's Delivery Team (EDT)
Andrew Mackay	FRC Employer's Delivery Team (EDT)
Martin Butterfield	FRC Employer's Delivery Team (EDT)
Andy Butler	FRC Employer's Delivery Team (EDT)
Dermot Connolly	City of Edinburgh Council (CEC)
Brian Carmichael	West Lothian Council (WLC)
David Redden	Fife Council (FC)
Colin Goodsir	Forth Crossing Bridge Constructors (FCBC)
Martin Wilson	Forth Crossing Bridge Constructors (FCBC)
Andrew O'Kane	Forth Crossing Bridge Constructors (FCBC)
Pedro Jadraque	Forth Crossing Bridge Constructors (FCBC)
Alan Irvine	Forth Crossing Bridge Constructors (FCBC)
Anthony Gannon	Forth Crossing Bridge Constructors (FCBC)

#### Apologies for Absence:

Richard Greer	FRC Employer's Delivery Team (EDT)
Andy Officer	FRC Employer's Delivery Team (EDT)
Mike Bland	Marine Scotland (MS)
Tracy Wyllie	Fife Council (FC)
David Brewster	West Lothian Council (WLC)
Niall Corbet	Scottish Natural Heritage (SNH)
Carolyn Clark	Scottish Natural Heritage (SNH)
Thomas Nilsson	Forth Crossing Bridge Constructors (FCBC)

Item	Subject	Description	Action
1	Introductions and Apologies	EDT welcomed all parties to the meeting. Apologies were received from those parties listed above. Four members of the FCBC construction team were Introduced.	
2	Safety Procedures	All present were advised regarding safety and evacuation procedures.	
3	Minutes and Actions from Previous Meeting	The minutes of Meeting No.30 held on 09 January 2014 were agreed with no amendments:  Actions from the previous meeting are as noted below.	
4	Principal Contract	<b><u>Actions from Previous Meeting No. 30</u></b>	
	(i)	Noise monitoring of the Approach Viaduct South works was being continued.  FCBC will provide details of noise complaints received during the North Tower concrete pour to FETA.	FCBC

		PCNV0008 Rev 06 had been reviewed by the NLG at the Tuesday conference call. The NLG indicated that they were content with the proposal and that the works could proceed.	Note
	(ii)	Other actions were discussed under the separate agenda items below.	
		<b><u>Plans for Control of Noise and Vibration</u></b>	
	(iii)	FCBC advised that the following PCNVs had been submitted in the period: <ul style="list-style-type: none"> <li>• 0022 Rev 02 – Tower and Pier Structural Works</li> <li>• 0008 Rev 07 - Network Structures South</li> <li>• 0010 Rev 07 – North Works Area</li> </ul>	
	(iv)	FCBC advised that the following PCNV revisions would be submitted to the Employer for review in due course: <ul style="list-style-type: none"> <li>• 0021 Mod 18 – Installation of Utility Crossing A904 East</li> <li>• 0020 Rev 15 – Completion of Tower and Foundation Works</li> <li>• 0008 Mod for piling by BP at the new B800 bridge area.</li> </ul>	FCBC
	(v)	FCBC requested permission to pile the S2 and S3 cofferdams on Sundays. Although this is classed as marine works, which is permitted to operate on a 24/7 basis subject to satisfactory completion of the approval process, FCBC felt that proposals to pile on a Sunday should be discussed by the NLG given that the works would be outside normal working hours. The majority of piling would utilise vibrating plant but final setting of the piles would require an impact hammer. The use of the impact hammer would be for around 1 hour per working shift which would be further broken into short spells of approx 10 minutes. The piling would be limited to the 10.00 to 19.00 period but this would also be dependent on weather, tide and visibility for marine mammal observation. FCBC will advise the NLG of proposed Sunday piling works during the weekly telecall. FCBC were also asked to be aware of the times of local church services when programming piling operations.  CEC expressed concern that the works needed to be effectively managed and the use of impact piling kept to the minimum practicable so as to avoid potential noise impacts, but noted that the works were marine works and so would be permitted in accordance with the CoCP. It was agreed that the works and any noise issues arising would be discussed on the weekly telecall.	Note  Note
		<b><u>Monitoring</u></b>	
	(vi)	FCBC advised that no exceedances of the maximum noise level thresholds had been recorded in the last month.	
	(vii)	FCBC advised that attended monitoring had been undertaken during the following activities:  Approach Viaduct South evening works – Following re-commencement of the evening welding operations, attended monitoring was undertaken on the evening of 4 <sup>th</sup> February. All recorded levels were found to be within thresholds and when compared with the fixed monitors were consistent with those readings.  Pier S3 piling works – Both noise and vibration surveys had been undertaken during the driving of the cofferdam piles. Further	

		monitoring will be ongoing.	FCBC
	(viii)	<p>FCBC gave a summary of proposed noise monitoring that is to be carried out in February 2014. This was not an exhaustive list, but planned monitoring at this time includes:</p> <ul style="list-style-type: none"> <li>• S3 Piling Works</li> <li>• S2 Cofferdam piling – Feb/March.</li> <li>• AVS steelwork welding – evening works</li> </ul>	Note
		<b><u>Community Engagement</u></b>	
	(ix)	<p>EDT had met with the Clufflat resident who had complained about the AVS evening work. The process of the NLG decision and the operation of the NLG had been explained. EDT offered the opportunity for the resident to provide a list of questions to the NLG regarding the operation of the group and the decision to approve the evening working. The resident advised they would rather contact the CEC representative directly. The resident was given the contact details for the CEC representative. CEC advised at the NLG meeting that to date there has been no contact from the resident.</p>	Note
		<b><u>Forward Programme</u></b>	
	(x)	<p>The following items were discussed:</p> <ul style="list-style-type: none"> <li>• M90/A90 Gantry Structures – Permanent Piles</li> <li>• Shale deliveries</li> <li>• Approach Viaduct steel extended hours welding.</li> </ul>	
	(xi)	<p>M90/A90 Gantry Structures.</p> <p>Due to damage to the directional drilling rig, the works planned for Monday 3<sup>rd</sup> Feb had been postponed until Mon 10<sup>th</sup>. Additional GI works at the Gantry 2 location may mean that Gantry 3 works will be undertaken before Gantry 2 to allow for a longer investigation/analysis period. The preparation works are still programmed to commence Friday 7<sup>th</sup> Feb at the Gantry 1/Gantry 31 area</p> <p>PCNV008 Rev 06 had been received and approved following discussion at the Tuesday telecall.</p> <p>FCBC to review and if required re-issue the programme for these works following requirement for additional GI works.</p>	Note
	(xii)	<p>Transporting of shale through Kirkliston is likely to re-start mid February. Approximately 50 loads /day will be required until the preferred route is re-opened in around 3 weeks time. EDT is liaising with the community council.</p>	Note
	(xiii)	<p>A visit to the north abutment area had been arranged immediately after the NLG meeting, This was to review the area which will be utilised for the approach viaduct steelwork fabrication which will require extended working hours due to the intensive welding to be undertaken</p>	Note
5	Next Meeting	The next meeting (No.32) will be held on 6 March 2014, 10am at the Ferrytoll site office.	
6	Any Other Business	None	