



Meeting Notes

Noise Liaison Group Meeting No. 10

5 April 2012, 10:00 to 12:30



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)
David Condie	FRC Employer's Delivery Team (EDT)
Dermot Connolly	City of Edinburgh Council (CEC)
David Redden	Fife Council (FC)
Tracy Wyllie	Fife Council (FC)
Niall Corbet	Scottish Natural Heritage (SNH)
Mike Bland	Marine Scotland (MS)
Neil Abraham	Forth Crossing Bridge Constructors (FCBC)
Meinolf Droste	Forth Crossing Bridge Constructors (FCBC)
Ewan MacDonell	Forth Crossing Bridge Constructors (FCBC)
Ray Browne	Forth Crossing Bridge Constructors (FCBC)
Roland Tarrant	SRB Civil Engineering Ltd (SRB)
Micheal O'Connell	SRB Civil Engineering Ltd (SRB)
Richard Docherty	John Graham (Dromore) Ltd (JG)

Apologies for Absence:

Richard Greer	FRC Employer's Delivery Team (EDT)
Steve Williamson	City of Edinburgh Council (CEC)
David Brewster	West Lothian Council (WLC)
Brian Carmichael	West Lothian Council (WLC)
Carolyn Clark	Scottish Natural Heritage (SNH)
Colin Megginson	Marine Scotland (MS)

Item	Subject	Description	Action
1	Introductions and Apologies	EDT welcomed all parties to the meeting. Apologies were received from those parties listed above.	
2	Safety Procedures	EDT advised regarding safety and evacuation procedures.	
3	Minutes and Actions from Previous Meeting	The minutes of Meeting No. 9 held on 1 March 2012 were agreed. Actions from the previous meeting are as noted in items 4(a) to 4(c) below.	
4(a)	Principal Contract	<u>Actions from Previous Meeting No. 9</u>	
	(i)	FCBC are to write to the EDT to confirm its proposals for weather stations. EDT noted concern that this action had yet to be completed.	FCBC
	(ii)	FCBC confirmed that some sheet piling works would be undertaken as part of the marine foundations, but this was limited. Details are as set out in the draft PCNV circulated in advance of the meeting.	

	(iii)	EDT confirmed having written to FCBC regarding the findings of its review of FCBC's noise management systems.	
	(iv)	EDT confirmed that it had reviewed FCBC's noise monitoring data for January 2012 and that it was being uploaded to the project website.	
	(v)	It was noted that the modification to PCNV0007 covering Sunday working within the site offices at Echline fields had been reviewed and approved.	
	(vi)	EDT confirmed having reviewed and approved the modification to PCNV0008 covering protection of existing services in land to the south of South Queensferry.	
	(vii)	EDT confirmed having reviewed and approved the modification to PCNV0010 covering earthworks at Castlandhill.	
	(viii)	It was noted that PCNV0015 covering blasting at Pier N2 for the north viaduct had been finalised with FCBC having improved the PCNV to cover adequately the monitoring, vibration and underwater noise issues raised by the EDT and NLG members.	
	(ix)	EDT confirmed that they had reviewed PCNV0021 covering earthworks on the south side of the Forth and had submitted comments to FCBC. CEC comments had also been issued. FCBC to finalise PCNV and submit for approval.	FCBC
	(x)	It was noted that FCBC had submitted a revised PCNV0020 covering marine foundation works shortly before the meeting. EDT advised that they had only had a limited time to review the PCNV but that they had a number of comments. EDT confirmed they would review the PCNV further and issue comments to FCBC. FCBC to address the comments and submit the PCNV for review by the NLG. It was noted that FCBC wished to commence the early marine foundation works week commencing 23 April 2012 and as such this would require early review and response by the NLG members. EDT thanked the NLG on behalf of FCBC for prioritising review of this PCNV.	EDT FCBC ALL
		<u>Noise and Vibration Management Plan</u>	
	(xi)	FCBC advised that their NVMP had been updated and it was noted that it had been circulated in advance of the meeting for review. EDT to review NVMP and provide comments as appropriate. FCBC were asked to issue a list of changes to the NVMP. NLG to review and comment as appropriate.	EDT FCBC ALL
	(xii)	FCBC gave an overview of its noise team structure. EDT sought clarification of the level of specialist input being provided during the planning of works which could cause disturbance. FCBC confirmed that specialist input was being provided on PCNVs covering both airborne and underwater noise matters.	
	(xiii)	EDT noted that the team structure was broadly similar to that which FCBC had been operating although the role of their strategic environmental advisor was not shown. FCBC advised that input provided by their strategic environmental advisor had focussed on the marine foundations and that day to day management of noise issues would be handled by the team structure. FCBC also indicated that their environmental manager would be focussing on overall coordination compared to the recent level of input which would be taken over by a new clerk of works. EDT advised that the performance of the noise team and compliance with the Contract and Code of Construction Practice would be closely monitored as the volume and scale of works would be increasing during 2012 and queried whether the current team would be capable of handling any increased level of working that may be necessary. FCBC confirmed the current team would be sufficient.	
		<u>Plans for Control of Noise and Vibration</u>	
	(xiv)	FCBC provided an update regarding dredging works being carried out under PCNV0014. FCBC indicated the following:	

		<ul style="list-style-type: none"> • Dredging works were approximately 25% complete and it is anticipated they will be complete by the end of May • Works would continue on the south side for approximately 2 weeks and then move to the north side • There may be a need for the cable excavator to work 24 hours. CEC expressed concern as this was not in the approved PCNV. FCBC advised that they would review and if necessary they would consider requesting approval. <p>EDT noted that attended monitoring, community engagement and confirmation of the intended start date on the north side to Fife Council would be necessary.</p>	FCBC FCBC
	(xv)	<p>FCBC gave an overview of the marine foundations PCNV which had been submitted in draft form in advance of the meeting. In particular, FCBC noted the significant reduction in piling compared to the specimen design. The following was noted:</p> <ul style="list-style-type: none"> • FCBC advised that their Marine mammal observer was intended to be deployed only during piling works. EDT advised that this approach would need to be justified in the PCNV. • FC requested clarification regarding whether the air flush pumps to be used were noisy equipment. FCBC advised that the noise levels from the air flush pumps were not anticipated to be significant. • EDT noted that there was no underwater noise assessment and an assessment would be necessary to support FCBC's proposed mitigation strategy. • FCBC advised that concrete pours were likely to be the noisiest activities. It was noted that some of the pours would be extremely large and last for a number of days with continual working necessary. • CEC asked for clarification within the PCNV of specific measures that would be taken to mitigate noise impacts. • FCBC explained the need for 24 hour working for the different marine activities. EDT noted that a detailed explanation of the works was provided in the PCNV. FCBC highlighted particular needs, including works which could not be stopped once they commenced for engineering reasons; works where continual engineering control was necessary; large concrete pours which need to be completed in one pour; works which need to be continuous for safety reasons. • FC asked regarding noise at the Port of Rosyth and asked that the approach to managing and mitigating noise impacts on residential areas due to significant numbers of deliveries to the Port be covered in the PCNV. • The PCNV is to be updated before being issued to the NLG for consideration. <p>(refer also to item (x) of these notes, above)</p>	FCBC FCBC FCBC FCBC FCBC FCBC
		<u>Monitoring</u>	
	(xvi)	FCBC confirmed that noise monitoring was continuing and that there had been no construction related exceedences during the last month.	
	(xvii)	FCBC indicated that it hoped to manage vibration monitoring on an activity basis where it was predicted in their PCNVs that potential vibration impacts would occur. EDT advised that this would need to be reviewed against the requirements of the Contract and Code of Construction Practice and that if FCBC wished to take forward this proposal they would need to write formally setting out what they proposed.	EDT FCBC
		<u>Community Engagement</u>	
	(xviii)	FCBC gave an overview of community engagement activities	

		undertaken and confirmed that no complaints relating to construction noise had been received in the last month.	
		<u>Forward Programme</u>	
	(xxvii)	FCBC identified the following as key forthcoming works: <ul style="list-style-type: none"> • Dredging • Marine foundations • Blasting on north side • Earthworks • Works for the B981 realignment 	
4(b)	M9 Junction 1a	<u>Actions from Previous Meeting No. 9</u>	
	(i)	SRB confirmed that the final baseline monitoring report comments had been addressed. EDT advised that the report was being uploaded to the project website.	
	(ii)	SRB confirmed that it had finalised and received approval for PCNV0023 covering earthworks.	
	(iii)	SRB tabled their cumulative noise assessment. EDT noted that no evening or night time levels were included and it was agreed this should be included in advance of the pavement works commencing.	Note for SRB
	(iv)	EDT confirmed that noise data from November and December 2011 was on the project website.	
	(v)	SRB confirmed having issued their updated NVMP in advance of the meeting.	
	(vi)	EDT confirmed that SRB noise data from January 2012 had been reviewed and was being uploaded to the project website.	
	(vii)	SRB noted that PCNV028 and PCNV029 covering gantry erection had yet to be resubmitted. NLG asked that the PCNVs make use of monitored data from gantry erection on the M9 Spur to substantiate the assessments made.	SRB
	(viii)	SRB confirmed that PNV035 covering safety barrier installation had been finalised and approved.	
	(ix)	EDT confirmed that PNV036 covering painting structures had been reviewed and comments issued to SRB.	
	(x)	EDT confirmed that they had reviewed the methodology being used to establish predicted vibration dose values with SRB and that improvements had been identified and taken forward by SRB with more appropriate predictions included in PCNV0023 as a result.	
		<u>Plans for Control of Noise and Vibration</u>	
	(xi)	CEC asked for further explanation regarding PCNV0030 for pavement works as the PCNV seemed unclear with regard to sections requiring night time working. SRB explained the sections to the west of the M9 Spur were generally off line and works could be completed during normal working hours. SRB further explained that sections to the east of the M9 Spur were generally on-line and as such to minimise disruption to road users would need to be completed with weekend and night time working. SRB explained that the initial activities would need to include planing works so that resurfacing could then progress. The need for good advance notification was discussed in view of the potential for disturbance and SRB is to take this forward. SRB is also to update the PCNV with greater clarity regarding the sections where weekend and night working is necessary.	SRB SRB
	(xii)	SRB indicated that it may be necessary for some night working at Overton Bridge but that this was still to be reviewed. NLG advised that if it was necessary it would require consideration by the NLG through a modified PCNV.	SRB
		<u>Monitoring</u>	

		SRB provided an update regarding monitoring works.	
		<u>Community Engagement</u>	
	(xiii)	SRB advised that they have had a further request to issue monitoring information directly to an individual. The NLG noted that this had been considered previously and that there was to be no change to the position that the monitoring information be made available on the project web site in accordance with the Code of Construction Practice.	
		<u>Forward Programme</u>	
	(xiv)	SRB advised that their forward programme of works included: <ul style="list-style-type: none"> • Earthworks • Overton Bridge • Newmains Bridge • M9 Bridge • Niddry Burn culvert and tributary • Swine Burn culvert • Drainage • Earthworks, access and piling for gantries • Services diversions 	
	(xv)	It was agreed that there would be a site visit by the NLG to the M9 Junction 1a contract on 3 May 2012 following the next NLG meeting. EDT and SRB to organise.	EDT/SRB
4(c)	Fife ITS	<u>Actions from Previous Meeting No. 9</u>	
	(i)	EDT confirmed having reviewed the monitoring data provided by JG for Park lea and provided comments to JG.	
	(ii)	JG tabled photographs of the fixed monitor locations. EDT asked for a copy electronically.	JG
	(iii)	JG confirmed that comments on PCNV0009 covering gantry installation had been received from EDT and noted that comments from the NLG had still to be received.	ALL
	(iv)	JG noted that PCNV0010 covering southbound carriageway resurfacing had been approved.	
	(v)	JG confirmed having submitted the final version of PCNV0013 for the hard shoulder widening at Admiralty Interchange on 4 April 2012. EDT to review and approve as appropriate.	EDT
	(vi)	EDT requested a copy of the 3 month look-ahead programme be provided for the next meeting.	JG
		<u>Plans for Control of Noise and Vibration</u>	
	(vii)	The status of PCNVs is as noted above in items (iii) to (v).	
	(viii)	JG indicated that they would need to submit a modification to a PCNV requesting approval for southbound carriageway resurfacing works on Sunday 15 April 2012. EDT expressed concern that the request was being raised so close to the scheduled working time and asked that JG submit their formal request by close of play on 5 April 2012 as it would need considered by the NLG.	JG
		<u>Monitoring</u>	
	(ix)	JG indicated that the next planned attended monitoring would be carried out in April during the resurfacing works on the southbound carriageway.	JG
	(x)		
		<u>Community Engagement</u>	
	(xi)	No issues to report.	

		<u>Forward Programme</u>	
	(xii)	JG advised that the next key activities include resurfacing the southbound carriageway in April and gantry erection in May.	
5	Next Meeting	The next Meeting (No. 11) will be held on 3 May 2012, 10am, Ferrytoll site office. There will be a visit to the M9 Junction 1a site following the meeting.	
6	Any Other Business	EDT confirmed that the information showing monitoring locations was being published on the project website.	